

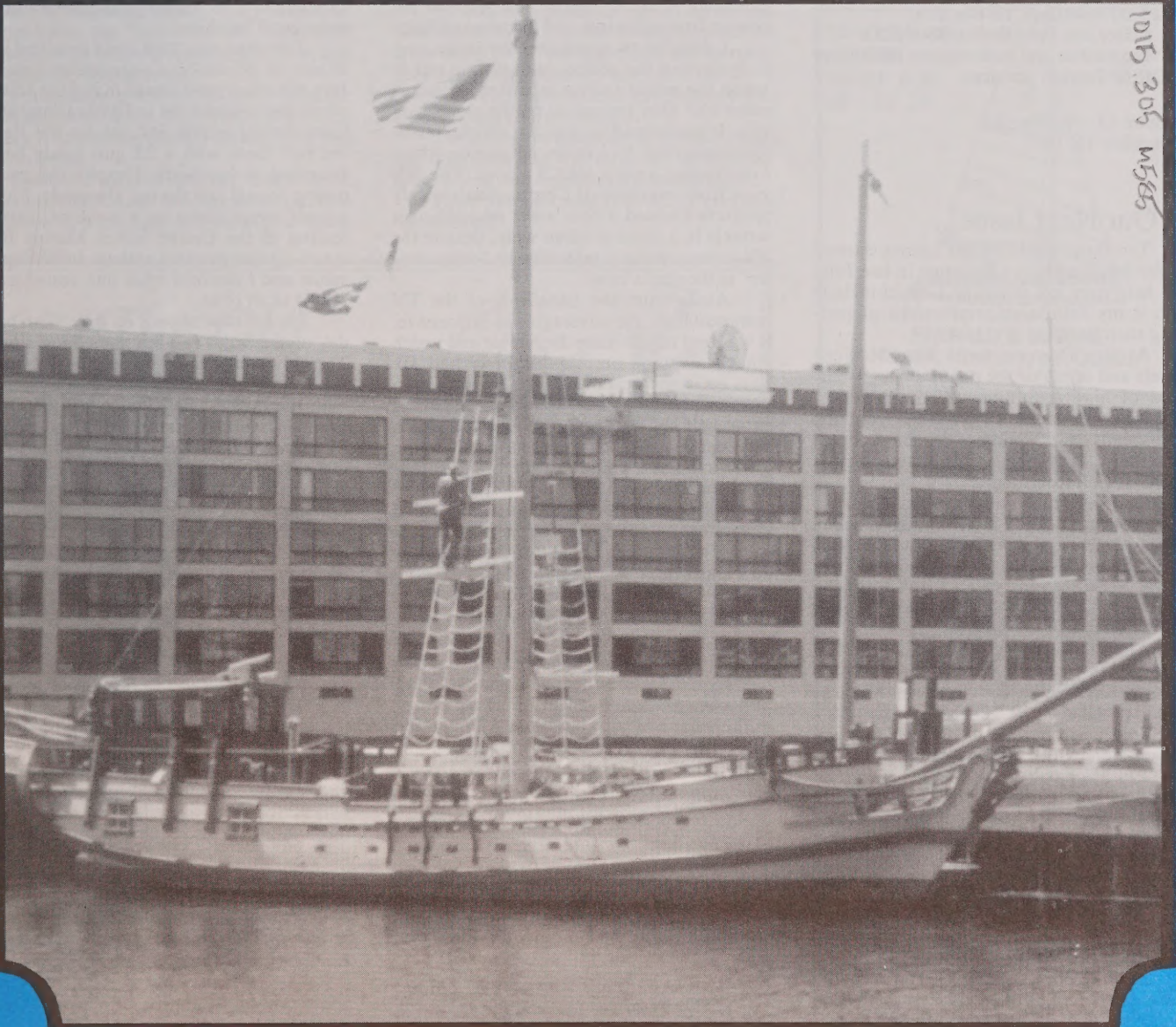
Special Features This Issue
"Larinda...a Tale of Perseverance"
"Mission to Cold Spring" - "Back to Depoe Bay"



messing about in BOATS

Volume 15 - Number 8

September 1, 1997



1015.305 M586

messing about in BOATS



Published twice a month, 24 times a year.
U.S. subscription price is \$24 for 24 issues.
Canadian and overseas subscription price is
\$36 U.S. funds drawn on a U.S. bank or by
International Postal Money Order.

Address is 29 Burley St., Wenham, MA
01984-1943. Telephone is (508) 774-0906,
8:00-5:00 weekdays, no machine.

Editor and Publisher is Bob Hicks.
Production and subscription fulfillment
by Office Support Services.

Volume 15 - Number 9
September 15, 1997

In Our Next Issue...

Ten Hawaiian outrigger canoes showed up for the Blackburn Challenge in late July, so I held over my report so I could include with it my follow-up impressions of paddling such a craft.

As Jim Thayer returns from Mexican travels and sends us the penultimate installment of his "A Summer Abroad" series, Rick Klepfer launches a series from his Caribbean island home, "Musings From Mustique", and Steve Anderson recalls "Ports of Call Revisited".

Gerry Banks describes large scale wooden boat building in "Building Wooden Minesweepers", and we have from the folks at the Small Wooden Boat Association of Nova Scotia reports on "Building the Chebacco 20 *Itchy & Scratchy*" and a "Roundup of Small Boat Projects".

Also from these enthusiastic Nova Scotia folks we will have two kayak design features, Greg Redden's "Sea Fever Kayaks" and Gerry Gladwin's "Volskinder Kayaks". Phil Bolger will have an example of a design for a gaff rig with a boomless jib.

Jim Michalak discusses his views on "Building With Cheap Materials", buttressed by Dave Carnell's "Epoxy in a Nutshell". Sam Overman is undertaking a project using rigid foam molds for laying up fiberglass hulls, and presents first his designs for tools for "Cutting Rigid Plastic Foam".

On the Cover...

Larray Mahan's 26 year project, the ferrocement replica of a colonial era revenue schooner, *Larinda* is shown docked in historic Salem, Massachusetts. Our report on this monument to perseverance is featured in this issue.

Commentary...

The U.S. S. *Constitution* sailed on her own for the first time in 115 years on July 22nd off Marblehead, Massachusetts. I promised in the last issue that I expected to bring you my first hand report on the occasion. This proved to not be possible, due to the arrangements made by the Navy for the *Constitution's* sailing. *Constitution* is more than an historic old warship, she is a patriotic icon dear to the heart of this nation, and security measures were extreme.

Friend Paul Schwartz had invited me along on his Stonehorse sloop to make the scene and I had accepted enthusiastically. Subsequently I learned about the arrangements, the "box" of empty space that would surround the *Constitution* keeping the spectator fleet far away indeed, the "box" defined by patrolling Navy and Coast Guard vessels. We would be so far away as to be beyond reach for my 200mm long lens and from any feeling of sharing in the ship's adventure. And the spectator fleet would be much like rush hour traffic crawling along as the *Constitution* slowly made her way on her course, first under tow and then free sailing.

I decided to spend the day more usefully here in the office, taking time out to watch the actual sailing on TV. Some journalist eh? This proved to be the right decision. It was a dead air day, the official wind-speed reported five miles out to sea where *Constitution* sailed was 5 knots. The TV view from overhead of *Constitution's* stately progress showed a bow wave resembling a wrinkle in a sheet of saran wrap, despite the TV commentator's reference to "white water" at the ship's bow.

Aside from the banalities of the TV commentators, the coverage was impressive. It was best to just mute the babble and watch what was going on. *Constitution* had six sails up, a square sail on each topmast, two jibs forward and a gaff spanker aft. This is about half her total sail area and that which was customarily used going into battle so the lower mainsails would not get torn to shreds by cannon balls.

For an hour *Constitution* serenely sailed along downwind topping out at 4 knots, but usually maintaining about 2 to 3 knots. How do I know this? The *Boston Globe* had a lot of details. During this stint top navy brass

took turns at the helm. I assumed it must have been an inspiring moment for them, but the comments on TV from some were sort of silly, joshing about taking the helm sort of stuff. Maybe they didn't get that patriotic rush, hard to say from their statements. The Secretary of the Navy used his helm time to point out how the *Constitution* was in her time a leading edge fighting machine, just like the two missile cruisers dawdling alongside her, dwarfing her in size, and the Blue Angels jets doing their flyby.

Too bad about those cruisers and jets, they spoiled the illusion. People in politics just cannot seem to see what really matters, they're so intent on pushing their own agendas. *Constitution* should have been out in the open in the "box" all alone, with the naval vessels discreetly off to the sides with the tugs in case of any problems. And no damn jets. Then she would have had center stage all to herself in this historic moment, and the vision could have been realized of how it must have once been when this powerful symbol of the new United States of America was a mighty right arm warning off those Europeans who would subjugate us in our new found freedom.

Ten years ago Jane and I received invitations to go on the *Constitution's* annual July 4th turnaround cruise in Boston Harbor, when she is towed out to Castle Island at the inner harbor mouth and salutes the flag at the fort there with a 21 gun salute before returning to her berth. Despite the packed throng aboard and the tug alongside, I found myself swept away on a wave of patriotic feeling as the United States Marine Band struck up our national anthem following the salute and I realized what this vessel represented to all of us.

I hope those aboard on this 200th birthday cruise under sail felt something similar. The only moment when I felt the TV people were "getting it" was when the commentator with the deepest bass voice recited Oliver Wendell Holmes' famed 1830 poem, *Old Ironsides*, which aroused the public outcry that saved the *Constitution* so she could once again give us some vision of how we won our freedom to be who we are today. *Old Ironsides* is a symbol that told the world about 200 years ago to not mess with us anymore. It's wonderful that she is still around today.

Old Ironsides

Oliver Wendell Holmes, 1830

*Ay, tear her tattered ensign down!
Long has it waved on high,
And many an eye has danced to see
That banner in the sky;
Beneath it run the battle shout,
And burst the cannon's roar;—
The meteor of the ocean air
Shall sweep the clouds no more!*

*Her deck, once red with heroes' blood,
Where knelt the vanquished foe,
When winds were hurrying o'er the flood,
And waves were white below,*

*No more shall feel the victor's tread,
Or know the conquered knee;—
The harpies of the shore shall pluck
The eagle of the sea!*

*Oh, better that her shattered hulk
Should sink beneath the wave;
Her thunders shook the mighty deep,
And there should be her grave;
Nail to the mast her holy flag,
Set every threadbare sail,
And give her to the god of storms,
The lightning and the gale!*



Small Boat SAFETY

An Ounce of Prevention

By Tom Shaw, U.S.C.G.A.

A few days ago two young men spent a chilly, hungry, and thirsty night on an island off the North Carolina Intercoastal Waterway. They had just bought a jet ski and, in their enthusiasm for their new craft, ran out of gas an hour or so before sunset. They forgot, or did not know, the "one-third rule," one-third of a tank to go out, one-third to get back, and one-third for emergencies.

Fortunately, it was no task to swim to the island and, once there, they waved to passing boaters. The passing boaters waved back and kept on going.

Since this was full summer, the two took no serious harm. Late last fall, however, two fishermen in a jon boat had an engine break

down about 70 miles to the south. They too waved and yelled. Again, passing boaters waved back. It was a cold night and when the Coast Guard found the two at daybreak one was dead from the cold and the other suffering severe hypothermia.

The saddest part of both these incidents is that they could so easily have been prevented. A free Coast Guard Auxiliary "Courtesy Marine Examination" would have revealed the lack of any visual distress signals on both vessels and the lack of "alternate propulsion," a paddle, on the 15-ft. jon boat.

It ought to have been a simple matter to enlist help from those passing boaters. Three things come to mind:

First: Flares would have demanded attention.

Second: A daytime orange distress flag (ideally with the large black ball in the center) would have shown their need

Third: Had they known to do it, taking a life jacket (ideally orange, but any color would have done the trick) in each hand and raising the arms from over the head to the ankles in regular "sweeps" would have shown distress.

Of course, a paddle or an oar on the jon boat would have enabled those fishermen to cross the ICW to the mainland, not to mention the obvious that a PAN PAN call on a handheld VHF radio would have brought the Coast Guard on the double.

For the lack of minimal safety equipment, one man died, one was seriously ill, and two spent a long and very uncomfortable night.

Have you had your boat safety checked this season?

"The Old Ed Stories"

By Eric Russell

Readers wishing to contribute stories to the Old Ed Stories can send them to me at 371 6th Ave., Brooklyn, NY 11215. Those accepted will be cited in print and will receive a copy of the book when it is published.



How North Got Its Name (With apologies to Max Shulman)

North was not always the name of the direction at the top of the compass. At one time, there was just a star up there to indicate the Pole Star that all navigators, by land and by sea, used to steer. In the Great Age of Exploration that included the Elizabethan era (that's Queen Elizabeth I of England), many explorers tried to find a way around the top of the New World in order to get to China, especially if they were not Spanish. The Spanish didn't care to look. They didn't have to. They controlled the seas and most of the known world and didn't want anyone barging into what the Pope said was their half of the world.

One of Elizabeth's favorite courtiers was Lord North. When he was not off trying to find things to name after his queen, he was hanging about the palace trying to get money from Elizabeth so he could go exploring places not to be found in England. Finally, he got Elizabeth to finance a major expedition to find a

passage over the top of the New World. There were three ships. So that everyone would know he was in charge, he had Elizabeth make him an admiral. Then he and his men sailed off in their ships and were never heard from again.

After a couple of years, Elizabeth got to missing North and posted a large reward for whomever found him. The reward was so large that North seeking became a favorite way for would-be rich men to go searching for adventure. When people would ask where they were going, the searchers would say "After North." Eventually, the answer got shortened to "North."

They never did find him and, after many years, Elizabeth decreed that, to commemorate her missing Lord North, all compasses should have the capital letter "N" replace the star at the top of the compass, and that the direction should be named after him.



ALDEN OCEAN SHELL & STAR
APPLEDORE POD
MAAS AERO & 24
TRINKA 8, 10 & 12 DINGHIES
EASTERN 18 COMMERCIAL OB
BRIDGES POINT 24
THULE RACKS
ROWING INSTRUCTION
55 Spicer Ave. Noank, CT 06340
(203) 536-6930

PRECISION

New 15' Ballast Keel
15' C.B.
16-1/2' B.K.
18' - 21' 23'



FERNALD'S MARINE
Rt. 1A, Newbury, MA 01951
(508) 465-0312

There is nothing— absolutely nothing—
half so much worth doing



as simply messing about in boats.

Shirts featuring original
drawing and quotation from
The Wind in the Willows.

Heavyweight 100% cotton
Natural color T-shirts
Short sleeve T \$15.50
Long sleeve T-shirt \$21.00
50/50 Gray Sweatshirt \$25.50
Sizes M,L,XL - Shipping \$3.50

The Design Works

Dept. MA, P.O. Box 880
Silver Spring, MD 20918

ANTIQUE & CLASSIC BOATING

Antique Outboard Motor Club, RR Box 9195, Spirit Lake, IA 51360.
Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.
Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (508) 281-4440.
N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.
Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400. (414) 634-2351.
Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.

BOATBUILDING INSTRUCTION

Alder Creek Boatworks, 15011 Joslyn Rd., Remsen, NY 13438. (315) 831-5321.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.
Connecticut River oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.
International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
North House Folk School, P.O. Box 759, Grand Marais, MN 55604, (218) 387-9762.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282. (503) 236-2926.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

BOATING SAFETY INSTRUCTION

U.S. Coast Guard Auxiliary Flotilla 403, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

CONTEMPORARY YACHTING

Amateur Yacht Research Society (AYRS), c/o Frank Bailey, 415 Shady Dr., Grove City, PA 16127.
Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

ELECTRIC BOATING

Electric Boat Ass'n. of the Americas, P.O. Box 4151, Deerfield Beach, FL 33442. (954) 725-0640.

MARITIME EDUCATION

Lake Schooner Education Association, Ltd., 500 N. harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.
The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.

Activities & Events Organizers '97...

A new year is here and even though winter will be with many of us for several more months we can start to think about what we might want to be doing when our season gets going.

As a center of a sort of small boating communications network, *Messing About in Boats* hears from many, many people. We receive a steady stream of news releases from a variety of organizations which offer activities ranging over the whole messing about scene, and we are frequently asked by individuals to direct them to some special interest group or organization or event.

To expedite this we publish this "Activities & Events Organizers" listing. We cannot possibly publish announcements of the hundreds of activities that take place monthly, and we don't want to spend a lot of time either on the phone or answering letters from individuals inquiring about opportunities. Instead we periodically publish this list and suggest that readers contact any of these that seem to offer what it is they are looking for.

If you do not find what you want in this listing, then contact us, we may be able to help you. But bear in mind that everything we hear goes onto this list, we're not holding anything back.

Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.
Wisconsin Lake Schooner Education Association, Milwaukee Maritime Cntr., 500 N. Harbor Dr., Milwaukee, WI 53202, (414) 276-7700.
Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (508) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426, (860) 767-8269.
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809. (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.
Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (508) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.

Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.
Maritime & Seafood Industry Museum, P.O. Box 1907, Biloxi, MS 39533, (601) 435-6320.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (860) 572-5315.
New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.
New Netherland Museum, Liberty State Park, Jersey City, NJ 07305. (201) 433-5900.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Osterville Historical Society & Museum, 155 West Bay Rd., P.O. Box 3, Osterville, MA 02655, (508) 428-5861.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (508) 745-9500.
Plimoth Plantation, Plymouth, MA. (508) 746-1662.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Strawberry Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.
United States Naval & Shipbuilding Museum, 739 Washington St., Quincy, MA 02169, (617) 479-7900.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.
Model Guild of the Ventura County Maritime Museum, 2731 S. Victoria Ave. Oxnard, CA 93035. (805) 984-6260.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.
U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.
U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (617) 631-4203.

ONE DESIGN SAILING

American Canoe Association Canoe Sailing, RR1 Box 457, Green Lane, PA 18054. (215) 453-9084.
Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.
Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.
Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (804) 463-6895.
New England Beetle Cat Boat Assoc., c/o David Akin, 40 Chase Ave., W. Dennis, MA 02670.
San Francisco Pelican Viking Fleet III, P.O. Box 55142, Shoreline, WA 98155-0142.
West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.
Connecticut Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.
Finlandia Vodka Clean Water Challenge, 300 Central Park West #2J, New York, NY 10024. (212) 362-2176.
Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.
Hulbert Outdoor Center, RR1 Box 91A, Fairlee, VT 05045-9719. (802) 333-3405.
Maine Canoe Symposium, c/o Jerry Kocher, 41 Leighton Rd., Wellesley, MA 02181. (617) 237-1956.
Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.
Merrimack River Watershed Council, Lawrence, MA, (508) 681-5777.
New England Downriver Championship Series. (203) 871-8362.
Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.
Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202, (617) 727-1614 XT360.
Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.
Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.
Beaufort Oars, P.O. Box 941, Beaufort, NC 28516. (919) 728-3156.
Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (508) 283-4695.
Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.
Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.
New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.
Ring's Island Rowing Club, c/o Pike Messenger, 32 Boston St., Middleton, MA 01948. (508) 774-1507.
Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (508) 282-4580.
United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention..

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.
Intermountain Small Boat Whatever (Unorganized), Jim Thayer, Rt. 1 Box 75, Collbran, CO 81624, (970) 487-3088.
Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.
Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.
Washington Small Boat Messabout Society, Bob Gerfy, Seattle, WA, (206) 334-4878.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.
New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818, (401) 884-1710.
Steamboating, Rt. 1 Box 262, Middlebourne, WV 26149-9748. (304) 386-4434.
Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.
Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.
Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.
Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.
Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.
Patuxent Small Craft Guild, c/o George Sargent, 5227 Williams Wharf Rd., St. Leonard, MD 20685. (410) 586-1893.
Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.
Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065. (408) 476-2325.
South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.
Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.
Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.
Traditional Small Craft Club of the Peabody-Essex Museum, P.O. Box 87, N. Billerica, MA 01862. (508) 663-3103.
Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.
TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.
Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.
Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (617) 272-9658.
Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.
Noank Wooden Boat Association, P.O. Box 9506, Noank, CT 06340.

S.S. Crocker Association, 8 Mill Rd., Ipswich, MA 01938. (508) 356-3065.

Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.
World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.
North American Water Trails, Inc., 24130 NW Johnson Rd., Poulsbo, WA 98370.
Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.
Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.
The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.
Wooden Canoe Builders' Guild, P.O. Box 247, Carlisle, ON L0R 1H0, Canada, (819) 422-3456.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,000+ subscribers) and you get all the space you wish to buy.

Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where readers will be accustomed to looking for it.

By asking you to pay a modest sum for the space you need, we will be able to pay for the added pages that will come to be necessary to provide this service, something we cannot afford to do at no cost.

By-The-Sea

The Internet Boating Journal

Boat Builders	Boats For Sale	Surveying Help
Plans & Kits	Gear Exchange	Boat Reviews
Oars & Paddles	Boat Brokers	Nautical Books

<http://www.by-the-sea.com>

Tel 508-240-2533 | Fax 508-240-2677 | info@by-the-sea.com

You write to us about..

Your Activities...

Pull for the Sound

We will host our 2nd annual Pull for the Sound rowing race across Long Island Sound from Oyster Bay on Long Island to Stamford, Connecticut on September 6th. This 10 mile open water race is held to focus public awareness on the water quality and marine habitat of Long Island Sound and to raise funds for our Long Island Soundkeeper Fund. Readers interested in taking part, or otherwise interested in our work, should inquire of the undersigned.

Steve White, Soundkeeper, P.O. Box 4058, E. Norwalk, CT 06855, (203) 847-6283.

Your Boats...

Delighted to See *Yellowlegs*, but...

I was delighted to see the picture of my *Yellowlegs* at the upper right corner of page 9 in your July 15 issue, but I was disappointed by the lack of identification or design credit. There was an interesting circular aspect to the photo too: The sail was part of the Bolger/Payson wooden sailboard I bought from you, the editor, eight or nine years ago (hence the window), and the eight foot oars were purchased from Parker River Boat Works.

For the record, the boat is my own design, planned mostly for rowing, and the hull was built by Chet Farrell in Dennis in 1990. I finished out the boat, including a few details Chet didn't approve of, and fitted the Bolger/Payson rig. The off center transom provides clearance between the rudder and my two horse Seagull (never installed), passenger reclining, comfortable sculling and lazy sailing with a steering oar cum sculling assist.

John Davies, Lexington, MA.

This Magazine...

All About Real Boats & People

Yours is the only boating magazine to which I continue to subscribe, as it deals with boats and people that seem real and within the reach of "ordinary" people. I really enjoyed the series that you did on small multihull boats and someday see myself sailing one. I also enjoy articles in the magazine about small boat sailors and their adventures, be they large or small.

Mark Leidy, Sebastopol CA.

We Buy Canoes

Wood/Canvas * Wood/Fiberglass

Birchbark

Any Condition * Highest Prices Paid

Howard's (508) 768-7282

Guideboat Comparison?

In your report on the Mystic Small Craft Meet you showed me and my Adirondack guideboat but identified me as Andy Petroski. I just want you to know that I am Pete Androsko. My pop's name is Andy, you met him at Newport a number of years ago. He has an original guideboat over 60 years old.

I wonder why nobody has undertaken to do a comparison of the Rangeley Lake guideboat, the Adirondack guideboat and the St. Lawrence skiff? All these boats evolved about the same time in neighboring areas for similar needs.

Pete Androsko, Yorktown Hts., NY

Your Needs...

Drascombe Society Out There?

I've been informed that there is a Drascombe Society some where out there and I would like to know where. Any help in locating them or any information about the Drascombe Company would be much appreciated. Especially information concerning whether they are still in business. Thanks.

Dave Soltesz, 275 Green St. Apt. 5N3, Edgewater Park, NJ 08010, (609) 877-6771, email: invictus@recom.com

Who Knows About the Sea Witch?

In 1987, my wife & I moved to the beautiful Northern Neck of Virginia, between the Potomac & the Rapahannock Rivers, just a few miles from Chesapeake Bay. We usually sail our Seabird Yawl, built right here in 1958 (well, started in 1958), real good-looking, maybe a tad slow. Last year at auction we picked up a 24' Eastwind, built by Consolidated Shipping of Mahone Bay, Nova Scotia in 1968, which cleaned up to be pretty & fast.

This year's find was a 22' Sea Witch (Seawitch?) with twin bilge keels built in 1962. Can anyone tell us anything about the Sea Witch? The boat currently has an un-original looking bowsprit which we will probably remove. We're planning on restoring the "Witch" and taking it up the Rappahannock. Our other boats are too deep draft to go very far.

We also have an old dead-rise workboat powered by my old '72 Chevy pickup truck, a bunch of little stuff, sailing dinghy or two, canoe, a 1932 Quackenbush rowboat from Greenwood Lake, Ohio, and an iceboat that just hangs up in the porch ceiling, waiting for the creek to freeze!

Bruce Gibbs, 1067 Levelgreen Rd., Lancaster, VA 22503.

Solvents for Epoxy Users

I have been hoping that one of your readers would give us some scientific evidence concerning this matter of epoxy solvents.

Consider the instructions that Gougeon gives, ch.27, p.283, for bonding steel: 1) clean surface. 2) sand surface. 3) cover with epoxy. 4) sand the wet epoxy into the steel surface.

Now consider me and my epoxy coated hands, using soap, water and a nail brush. The skin on that part of my hand covered with epoxy is "protected" from the soap/water. The action of the nail brush is analogous to that of the sandpaper on the steel.

What is needed is either a solvent which dissolves the epoxy with no solvent effect on human skin or a chemical that will combine with all the ingredients in epoxy and thereby render it non-sticky, non-toxic and amenable to soap and water. As far as I know there are no such entities. I assume that Mr. Watson, with his greater knowledge, would have given this information if it was available.

Vinegar has been used, internally and externally, for centuries with no side effects. It is true that it is possible that vinegar could combine with one or more of the chemicals in epoxy to create a compound that would eat my flesh or rot my bones. So far none of this has happened.

In my part of the woods the goop that mechanics use to clean their hands does not list the ingredients (some have an abrasive). If they are more effective than soap at removing oil and grease they are likely to be more damaging to skin than soap.

I regret that my skills are such that on any fairly large epoxy job I manage to get epoxy on myself somewhere. I am very thankful that I can use vinegar to get it off. If I was using polyester resin I would have to use chemicals that have known carcinogenic properties.

J.S. Marks, Apt. 4499, 101 Rainbow Dr., Livingston, TX 77351-9330.

Your Opinions...

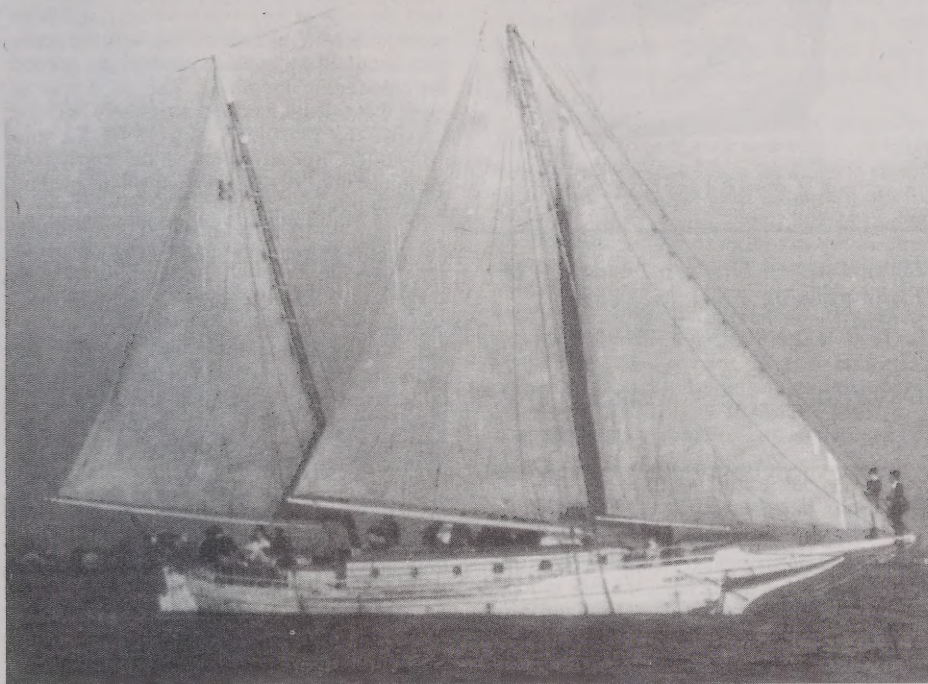
Can't Afford Not to Have a Boat

Wayne Oestler's "Give Dad a Chance" in the July 15th issue rang a bell for me, kids and dads sailing together, and the special times waiting for you. After two marriages and now with grown kids, I wish too late that I had bought a sailboat for my family. Neither wife enjoyed sailing much so I felt it would be selfish of me to buy a boat, and on my teacher's salary I didn't think we could afford a boat.

But now, and this is a plea to others, I realize you cannot afford not to buy a boat. My kids would have enjoyed it as much as I enjoyed growing up from age 8 to 18 on my father's buguey Gypsy from 1929 to 1938. "Shouldn't" and "Ought not" often kill the best of urges.

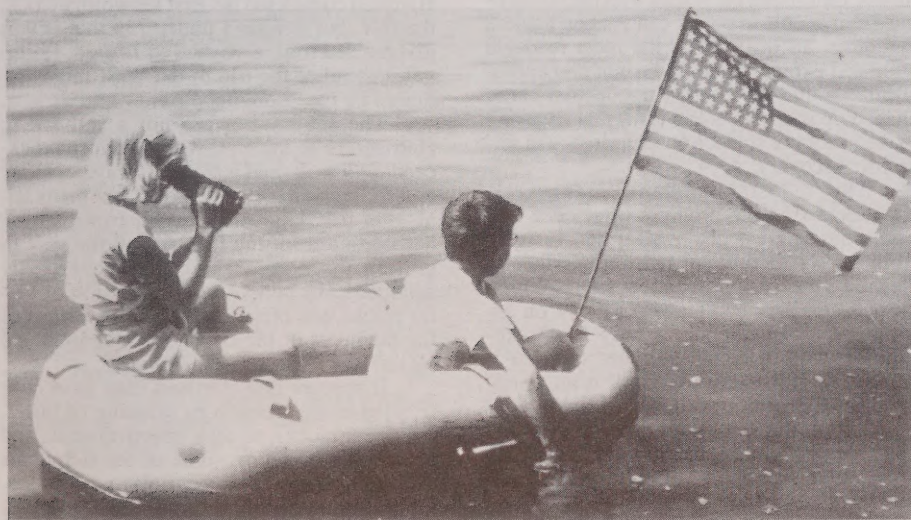
In the photo, E.J. Applewhite, Jr., later Buckminster Fuller's secretary/companion is at the end of the bowsprit. I'm next to him. There were enough life jackets (cork filled) for the total of 10 to 12 persons aboard on a typical Saturday or Sunday afternoon sail in Hampton Roads. How lucky I was!

Charlie Hewins, Philadelphia, PA.



Gypsy, ex *Maggie E. Smith*, built ca. 1888-91 by Isaac Somers. Owned 1929-38 (10 summers) by Edward F. Hewins of Hampton, Virginia. Approximately 50' LOD, 14.5' beam, 3' draft. Sold to Mariners' Museum in September 1938. Only the steering wheel & gears and windlass remain on exhibit.

Your Experiences...



A Thing for Messing About in Boats

This photo shows my husband Jay and I in 1951 in Jay's rubber boat, *Jay's Joy*. Way back then we had a thing about messing about in boats. We now have three canoes, a kayak, a Danish 8' mahogany skiff, a Kestrel sailboat and a Correct Craft Ski Nautique.

Martha Sheperd, Enosburg falls, VT.

Burt's Canoes

Traditional Wood/Canvas Canoes

BURT LIBBY Rt. 1 Box 1090
(207) 268-4802 Litchfield, ME 04350



CANOE/KAYAK KITS ROWING/SAILING BOATS

Cove & Bead Cedar Strips • Books • Plans



Info Kit / Study Plans
Package \$3⁰⁰

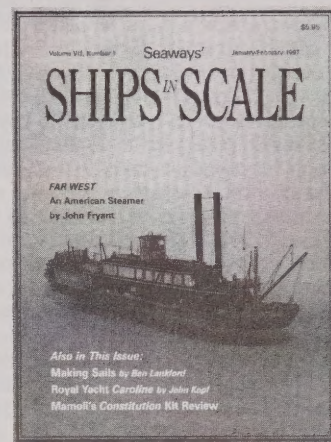
NEWFOUND
WOODWORKS inc.

(603) 744-6872
fax (603) 744-6892

We Ship
Anywhere

RFD #2 Box 850 • Bristol, NH 03222
Web Page: <http://www.newfound.com>
E-Mail: sales@newfound.com

Think Small...

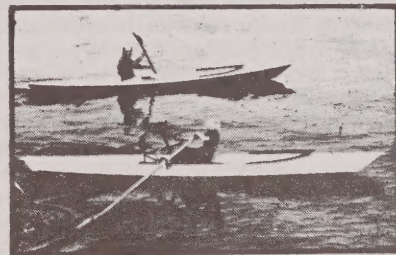


Build a ship model!

Seaways' Ships in Scale

Seaways Publishing, Inc.
2271 Constitution Drive
San Jose CA 95124-1204
Phone-Fax (408) 978-5657
\$26.95 per year (in US).

Wing Systems Touring Shell The 1 Boat Fleet



A breakthrough in performance, versatility, safety and value. Wing's Touring Shell converts in minutes from single or double rowing shell into a single or double touring kayak. Easy enough for a child to handle, fast on smooth water, safe in open water. Cartop it anywhere. Touring Shell with one Piantadosi RoWing - \$2,035, Touring Shell as single kayak - \$1,675. Order directly for free shipping. Or call for more information and dealers.

Wing Systems

P.O. Box 568, Dept. 2A3
Oyster Bay, NY 11711
For Orders: (516) 922-2656 Collect

Am I alone in dreaming of great waters while navigating my little boat across a mill pond? Haven't you too wondered what it would be like to take a small ship and traverse a section of the ocean that will take you out of sight of land, to a new destination, to high adventures? This is cruising. Haven't you dreamed of tackling even bigger leaps, right across one of the seven seas? This is voyaging. The now countless numbers that attempt such daring feats appear to attest to that dream, even as we in the majority comfortably stay in sight of land, and pick our weather to suit our abilities.

Many are the skills that should be mastered, before venturing onto great waters, and navigation out of sight of land is one of these. For a long time, this was a skill whose mastery appeared, to the uninitiated, shrouded in mystery. The use of sextant, tables upon tables of numbers, nautical almanacs, and accurate time pieces pose a daunting challenge, and one's motivation has to be very strong to overcome that. Today the GPS (Global Positioning System) makes all this ridiculously simple, but think of how much harder it was before simplified tables, before accurate clocks, before easy methods to solve problems of spherical trigonometry were at hand.

The compass for direction, combined with some way to track distance, the ancient chip log and hourglass allowed speed and time to be converted into distance, were sufficient for coastal "dead reckoning," and when combined with the leadline got the mariner "there" often enough to make the risk worthwhile, at least when compared to storms, tidal set, pirates, sea monsters, and other threats. Even before astronomers agreed that the world revolved about the sun, they were able to deduce latitude (the distance north or south of the equator) from the observation of the sun's "altitude" (the height, measured in degrees of arc, above the horizon at local noon).

Once tables were calculated that give the sun's "declination" (the spot where it is directly overhead for any day) mariners could do the same at sea using fairly crude devices such as the cross staff. The early ones required you to look into the sun with the unprotected eye, leading to retinal burn, definitely a "don't try this at home" technique.

This allowed "latitude sailing" or "running down your easting (or westing)," once in open waters you sailed north or south until at the same latitude as your destination, and stayed on the same east-west track as much as possible and hoped for the best. Vastly greater distances had to be traversed that way, and even when it worked, you were never quite sure when your port would heave into sight.

The problem of determining longitude, the distance east or west of the "prime meridian" (a north/south line arbitrarily fixed to run through the naval observatory in Greenwich, England) was an enigma and a scientific challenge for several hundred years. In fact, it gave a distinctly applied science role for astronomy, and both France's Royal Observatory in Paris and Britain's in Greenwich, were founded upon some very practical needs, of which the problem of determining longitude at sea was a major piece.

Repeated incidents brought home the message. Perhaps the most notorious was the loss of four out of a flotilla of five warships commanded by Admiral Shovell in 1707. Approaching the English Channel in thick



Reviews

Longitude -- The True Story of a Lone Genius Who Solved the Greatest Scientific Problem of his Time

Dava Sobel. 1995. Walker & Co., NY

Review by Hermann Gucinski

weather, the ships impaled themselves onto the sharp rocks of the Scilly Isles, the lack of longitude knowledge magnified a small error in latitude to tragic proportions and some 2000 lives were lost. This was undoubtedly a factor in the passage of the "Longitude Act" of 1714, which promised 20,000 pounds for a method to fix longitude to within 1/2 degree of a great circle (approximately 30 nm) and lesser amounts for less accurate methods.

What ensued next is the most wonderful, yet agonizing discussion in this delightful book, being both tragic and comic, showing the blindness that ego can confer onto astute minds, infuriating the reader with the shenanigans that people in power can visit on hapless inventors, all this told in the most readable style and expressing great insight and enthusiasm for this subject. An intellectual battle shaped up with twists and turns that rival any in the history of science on the primacy in scientific discovery.

The "establishment" thinkers, emboldened by the progress of science that had brought great discoveries and insights from purely theoretical reasoning, such as Newton's theory of gravitation, felt a solution must necessarily be "pure," i.e., rely on astronomy and mathematics only for its approach, while a lesser solution, whether it worked or not (today we'd call it an "engineering" approach) was deemed unworthy of merit. It was well known that the problem could be solved by accurately knowing time at sea, yet the intellectual effort went into finding astronomical solutions.

Eclipses of the sun and moon had been used previously for longitude determination (the time of onset of an eclipse will vary with longitude, and the difference can be used to infer one if the other is known), however, they are too infrequent to be of use to mariners. Eclipses of the moons of Jupiter behind its mother planet are more frequent, but the means to observe them at sea did not exist at the time.

The "method of lunar distances" appeared most promising. The moon's apparent motion with reference to nearby stars changes very rapidly night by night because of the moon's own motion, map the motions and predict them for next year and you can map your longitude with only a crude knowledge of time. Alas, detailed star and moon maps were not easy to make, and predicting orbits was then

only a young science and difficult to do. Moreover, the orbit of the moon is wobbly, and these wobbles are impossible to map with the accuracy required for precise predictions needed for calculating longitude. The need was so great that this method did ultimately become part of the mariner's bag of tricks, and "Bowditch," the navigator's bible, carried the technique until 1912 to supplement the method of using clocks.

John Harrison, born in 1693, was one of those rare individuals who can teach themselves not only practical things, but can do so equally well when it comes to mathematics, astronomy, and other "easy" subjects. He began building pendulum clocks, and his penchant for precision led him to the use of bimetallic strips to offset effects that lengthen a pendulum with increasing temperature and thus change the clock's timing. Now, as you already guessed, pendulum clocks are useless at sea, the motion of a ship can move a pendulum in most erratic ways. At the time, no spring-wound clocks existed that could keep time very well, so Harrison set out to invent an accurate spring-wound clock.

Actually the spring is not the important element, but the "escapement," the little mechanism that converts the energy of the slowly unwinding spring into the regular, unvarying ticking that moves the hands with such precision, is. Temperature changes here are just as critical, and Harrison's knowledge was put to the crucial test, as was the need to invent friction-free bearings, oil applied here would change its viscosity over time and slow the clock, or it would leak away and things would grind to a halt. So in 1730, John Harrison completed his first seaworthy clock, the H-1, but it wasn't until 1736 that it was given a sea trial, a voyage to Lisbon, Portugal, instead of the trip to the West Indies required by the "Longitude Act."

The sea trials were not a setback to Harrison or to the H-1, which performed exceedingly well (and is ticking away yet today at the Greenwich Observatory), but many trials and tribulations followed, from getting authorization for the full trial all the way to getting the prize, which was never fully awarded! The benefit of a succession of better clocks was offset by the maneuverings of the members of the Board of Longitude, led by the Royal Astronomer himself!

It appears that Harrison may have contributed to the problem by insisting on building better clocks, to seek improvements, and to indignantly refuse some of the ridiculous conditions imposed on the trials for his watch. Only after the intercession of King George III did the Board of Longitude award Harrison the remainder of the prize due him, in 1773!

Captain Cook carried a Harrison designed clock on his voyages of exploration and discovery, and it worked very well. Later the British Navy established the tradition of furnishing a ship's captain one chronometer, and would offer a third, provided the captain purchased the second with his own funds. With three clocks, you could determine which clock was likely off and use the results of the best two. Today you can use an inexpensive electronic watch and check its rate against the time signals broadcast by WWV, caught by an inexpensive shortwave receiver, and shorten the calculations with a small programmable calculator, but you still need a precision sextant, now more expensive than a GPS receiver!

The Mariners' Greatest Navigation Problem And The Solution

By Ron Hurley

The greatest scientific problem of the 18th century and for all the centuries before it was the sailor's inability to measure longitude. Mariners throughout the great ages of exploration were literally lost at sea as soon as they lost sight of land. Thousands of lives and the increasing fortunes of nations hung on a resolution to the problem.

The quest for a method to determine longitude occupied scientists and their patrons for two centuries. In 1714 England's Parliament offered a king's ransom (20,000 pounds or \$12 million in today's currency) to anyone whose method or device proved successful. Countless quacks weighed in with preposterous suggestions. The scientific establishment throughout Europe, from Galileo to Sir Isaac Newton, mapped the heavens in pursuit of a celestial answer. In stark contrast, one man, John Harrison, dared to imagine a mechanical solution; a clock that would keep precise time at sea, something no clock had been able to do, even on land.

Any sailor worth his salt can gauge his latitude well enough by the length of the day or the height of the sun (or known guide stars) above the horizon. Christopher Columbus followed a straight path across the Atlantic when he "sailed the parallel" on his 1492 journey and the technique would doubtless have carried him to the Indies had not the American continent intervened. But while he had a course line, he had no way of knowing just where on that line his vessel was located.

While the measurement of latitude was well understood, the measurement of longitude is tempered by time. To learn one's longitude at sea you must know what time it is aboard ship and, at the very same moment, what time it is at the home port or another place whose longitude is established. The two clock times enable the navigator to convert the hour difference into a geographical separation. Since the earth takes 24 hours to complete one full revolution of 360 degrees, one hour marks 1/24th of it's spin or 15 degrees. Thus each hour's time difference between the ship and its starting point marks a progress of 15 degrees of longitude east or west. Each day while at sea the navigator

sets his ship's clock to local noon when the sun reaches its highest point in the sky and then consults his "home port clock". Every hour's discrepancy translates into another 15 degrees of longitude.

Those same 15 degrees of longitude correspond to distance travelled. At the equator, where the girth of the earth is greatest, 15 degrees stretches fully 1,000 miles. North or south of that line, however, the mileage value of each degree decreases. One degree of longitude equals four minutes the world over but in terms of distance one degree shrinks from 68 miles at the equator to virtually nothing at the poles. Precise knowledge of the hour in two different places at once, a longitude solution so easy today from any pair of cheap wristwatches, was utterly unobtainable up to and including the age of the pendulum clock.

For a lack of a practical method of determining longitude, every great captain in the age of exploration became lost at sea despite the best available charts and compasses. The development of the sextant by Danish astronomer Tycho Brahe in 1580 coupled with the early astronomical and nautical almanacs dating back to Claudius Ptolemy (circa 150 AD) and Galileo in 1609 did not solve the longitude problem. From Vasco DeGama, Balboa, Magellan and Sir Francis Drake, ship's captains got where they were going by forces attributed to good luck or the Grace of God.

Renowned astronomers approached the longitude challenge by appealing to a clockwork universe. Galileo, Cassini, Huygens, Newton and Halley all entreated the moon and the stars for help.

John Harrison, the man who came up with the answer, was a man of simple birth and high intelligence. He was born on March 24th, 1693 in Yorkshire England. His solution was not readily accepted and he crossed swords with the leading lights of his day including the Rev. Nevile Maskelyne, the Fifth Astronomer Royal who contested his claim to the coveted prize money and whose tactics in so doing can only be described as foul play.

With no formal education or apprenticeship to any watchmaker, Harrison constructed a series of virtually friction-free clocks that required no lubrication or cleaning. They were made from materials impervious to rust and their moving parts were perfectly balanced in relation to one another

and functioned no matter how the world pitched or tossed them about. Harrison did away with the pendulum and he combined different metals inside his works in such a way that when one component expanded or contracted with changes in temperature others counteracted those changes and kept the clock's rate constant. Today his clocks are on display and still keeping accurate time at the British Museum in London.

Harrison's success, however, was parried by the scientific elite who distrusted his "Magic Box". The Commissioners charged with awarding the Longitude Prize, Maskelyne among them (he brought the Prime Meridian to Greenwich and published 49 issues of the *Nautical Almanac*) changed the contest rules whenever they saw fit so as to favor the chances of astronomers over the likes of Harrison and his "fellow mechanics". But the utility and accuracy of Harrison's approach triumphed in the end. His followers shepherded his intricate, exquisite invention through design modifications that enabled it to be mass produced and enjoy wide use.

The three voyages by Captain James Cook of the British Navy to the Pacific Ocean between 1768 and 1799 marked the dawn of modern navigation. On those voyages, Cook was provided with accurate chronometers by the Astronomer Royal and was able to navigate his vessels with a precision undreamed of by his predecessors.

An aged and exhausted Harrison, taken under the wing of King George III, ultimately claimed his rightful monetary award in 1773 after 40 struggling years of political intrigue, international warfare, academic backbiting, scientific revolution and economic upheaval.

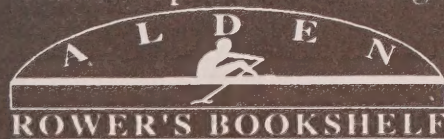
John Harrison died on March 24th, 1776 at the age of 83. Nine years later, in 1784, the International Meridian Conference, held in Washington, DC, declared the Greenwich Meridian "prime".

References: *Longitude*, Dava Sobel; *Astro-Navigation Piloting*, Tamaya; *Marine Navigation*, R. R. Hobbs; *Navigation and Piloting*, Dutton; *American Practical Navigator*, Bowditch.

(Ron Hurley is a retired IBM executive. He is active in on water Coast Guard Auxiliary operations including Search and Rescue, holds a Coast Guard Master's License and is a past Auxiliary Flotilla Commander. He lives in Wilmington, NC.

Free Catalog

Books, Art and Accessories on the Sport of Rowing.



ROWER'S BOOKSHELF

1-800-626-1535

P.O. Box 368, Eliot ME 04903

<http://www.rowonline.com/rowbooks/>

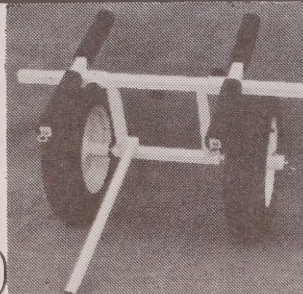
All Terrain Boat Dolly

- Try it free for 30 days
- 16" Balloon Tires
- Narrow Track
- Super Sturdy
- Guaranteed
- Packs Flat
- Built to Last

MC/Visa
\$149.95
Plus S&H

Call for info **1-800-466-3131**

A & B Industries, Inc. 9233 N. 12th Ave. Phoenix, Az. 85021



We slid the 10-ft. sailboat off the trailer. Bert took the painter and moved the *Trinka* to an open space at the dock.

I drove back up the ramp and parked alongside a weathered shed across from the Cold Spring Boat Club.

A lone member of the club appeared and I gave him the requisite \$10 for visitors' use of the facilities.

It had been an uneven June morning, alternately drizzling and sunny, flat calm or a heavy breeze. Now it was sunny and bright with a light southwesterly barely ruffling the water.

Our Dad had died a few months earlier, in his 95th year, and Bert and I were here on a mission. Before his death he had asked that his ashes be scattered in the Hudson River.

It was not an unreasonable request. I know there are organizations that do this sort of thing for a fee, but this way was more personal. It was something that two aging off-spring could do for a loving and caring parent.

We had grown up summering on Narragansett Bay and had sailed since we were young teens. I now had retired and my sailing was carried on in a dinghy. Bert, too, had continued a lifelong love of sailing, but mostly in cruising boats.

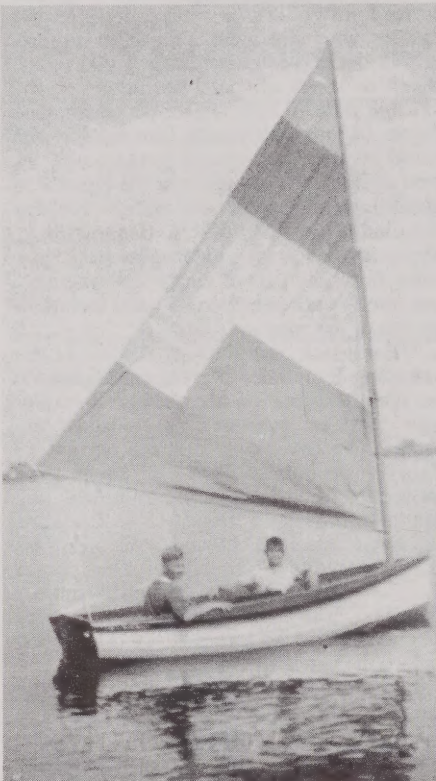
I had searched for a place where we could have access to the Hudson that was beautiful and special. Cold Spring was that. It is a charming white clapboard, 1700s community on the river's eastern shore. Crows Nest Mountain overlooks the village from the western shore and Mount Taurus shelters it on its immediate north.

Bert and Lorle had driven to Larchmont from Ardmere the night before. After breakfast, that Marian served, we four trailered the boat, stopping briefly to visit Boscobel Restoration. Then the women left to browse Cold Spring's antique stores and Bert and I prepared to do our thing.

We raised an almost pristine sail that Herb Hild had made a few months earlier. It looked perfect.

Mission at Cold Spring

By Harold Wolfson



In the beginning: Bert at the helm of *Jasper* in 1942.

We checked our limited gear for the final time, drinking water, life jackets, slickers, oars and rowlocks, bailer and, of course, the black urn.

"Would you like to skipper?" I asked somewhat perfunctorily, suspecting that my younger, 200-pound, six-foot brother hadn't been in a boat this small for 50 years.

He shook his head, and we got in and shoved off.

The sail caught the wind and we bounded off between the gauntlet of tethered power boats. Bert wondered why there were so few sailboats at the club. I shrugged and we headed for open water.

I had never sailed on the Hudson before. I had no chart, but I had been in Cold Spring many times. I knew there was a deep water channel toward the western shore, and that an occasional large ship might be in evidence moving up or downstream. I knew that with 1400-foot hills on both shores, winds could be strong and fluky. I knew that the fairly large bays above and below the village fostered rapid current movement in the narrow passage fronting the town. I also remembered that many pleasure boat owners used these waters, and they seemed to have fun.

My plan, I told Bert, was to head north until just before the river widens. We'd luff up there and scatter the ashes. Then we'd beat back into the southwest wind with the strong river current to help us.

That was fine with him. We came to the end of the line of moored boats and bore upstream.

We were making good time. Bert was sitting forward on the lee floorboards and I aft on the windward side. The *Trinka* is a sea kindly dinghy, particularly with two adults to hold it down. It also is fast, especially off the wind.

In a way, we were back to our roots. We reminisced about another summer day in 1941. I was 15 and my dad had driven me to Bristol, RI, to purchase my first boat. I previously had taken a bike trip to Bristol and had fallen in love with a jaunty lapstrake Herreshoff 11-1/2' sailing dinghy. It was on the front lawn of the DeWolfe house. I had knocked at the front door and asked Mrs. DeWolfe if the boat possibly was for sale. She brought me into the living room and talked about *Jasper*, how she had loved sailing it, and how its multi-color sail was a fixture in the area. Finally she said I could have it for \$100.

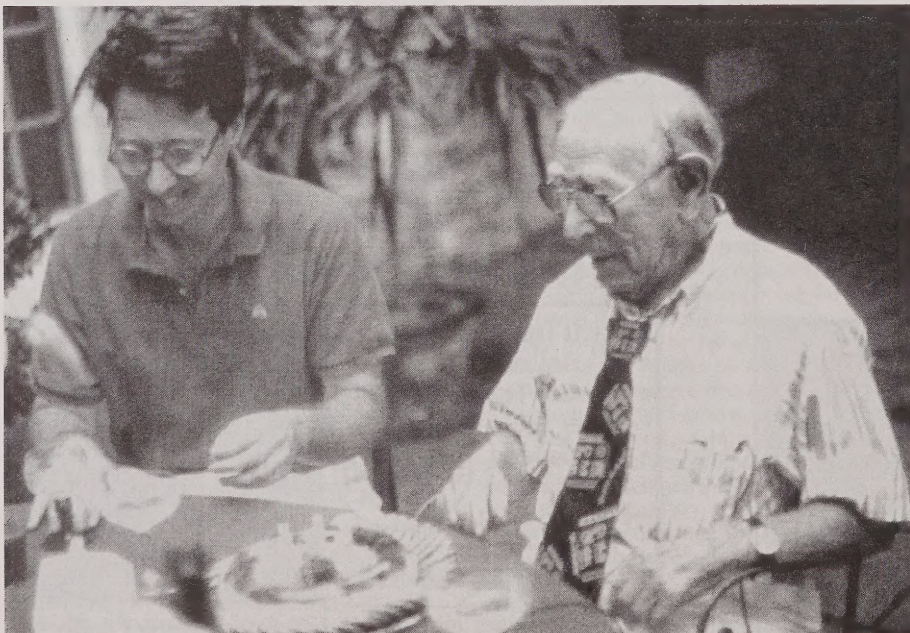
My Dad and I went back to pick it up. He agreed to lend me the money with the understanding that I would pay him back from a summer job. Bert was then too young to work.

I remember my Dad hoisting the transom up on the cartop as I handled the bow. We cushioned the gunwales with old carpeting and then lashed the boat down. When we finished, Mrs. DeWolfe came down to the car and said she had something for me. She presented me with a small package. Inside was a mast pennant on a brass swivel. It was the head of white humpback on a field of blue.

My Dad loved the water. Except in the winter, most of our family outings included water. Once he took Bert and me to Newport to watch *Ranger* beat *Endeavour II*. But he had never actually owned a boat.

The first time Bert and I took Mom and Dad out in the Herreshoff was a perfect day. The boat was moored about a hundred feet off River View with a fleet of Penguins. There was no pier and we didn't have a rowboat, so one of us had to wade out to bring it close to shore where we rigged it. Then we invited Mom and Dad to step in. Soon we were off

Old salt: Sam Wolfson enjoys his 95th birthday with grandson Rod.



on a stately excursion along Conimicut Point. "That day was a far cry from this," Bert said. We were passing Main Street, the wind had piped up, and we were getting some following wave action. Bert tightened the vang and sat on the mid-thwart. That lifted the bow and gave him mobility to offset possible rhythmic rolling.

We were flying. The wind strengthened further and clouds appeared. I began to have some doubts, but it was too late to turn back. Bert saw no point in it, but he said it was peculiar that on this June Saturday, that hadn't looked too bad an hour or two ago, no other boat went out.

I recalled another rough day in the 1970s. I was out with my Dad in Long Island Sound off Larchmont. We were racing with the Rhodes 19's and Dad was my crew. When it got really heavy, I saw him lean over the side, hold onto his hat, and cough up his lunch. "Shall I call it off?" I asked when he pulled himself back in. We actually were in a very good position versus the rest of the boats. He looked around and said, "No, let's finish." We did. We won.

Now we were arriving at the place where the river would widen. The sky was dark. My hands were wet and cold. I headed upwind, spilling the air. The sails flapped sharply. Bert unclipped the top of the urn. I don't know why, but I began to wonder if this really were legal. Did it require a permit? Why was I thinking about that now? My brother was a lawyer. He would know.

I didn't say anything to reveal my anxiety. I could see we were far from the nearest building. What could anyone see?

I looked at the urn. The ashes were tan. "It's amazing how heavy ashes are," Bert said. He untied a velvet ribbon securing a plastic bag. I had a sinking feeling in the pit of my stomach. But it was too rough to have a proper recognition of the moment. Bert held the bag low to the water on the lee side and emptied it. It left a comet trail of tan in the water.

I pulled in the sheet and we accelerated west. There was no ship traffic in either direction as we crossed the main channel.

It began to rain, and we tacked back and forth across the river at great speed. Bert remained on the center thwart, moving his weight as the wind velocity changed. I would have preferred to do the shifting, but I didn't say anything. It was as though we both were kids again. We had agreed then that neither of us would be in charge. We'd both have to say yes.

As we neared the west shore again, it began to lightning and thunder, and I cringed inwardly at having chosen this day to do it. Bert didn't say anything and we hacked on.

"Well, at least we're making terrific speed," I said. Bert seemed huge as I crouched on the floor behind him. He was getting most of the spray.

In a while he said, "We're making great speed but we're not getting anywhere. Look at that flagpole."

I looked. He was right. We hadn't moved south at all. Twenty minutes earlier we were abreast of the flagpole, and we were still opposite it. It was wet and cold and we were thrashing about getting nowhere.

My master plan wasn't working. Where was that heavy river current from Albany? Surely it couldn't simply stop. What special local conditions could I have overlooked? We



The brothers Wolfson: Bert and Harold.

were 60 miles upstream from New York City. It didn't seem reasonable that Atlantic tides could come up this far.

We headed for the Cold Spring shore to get out of deep water. The thunder and lightning began to ease and finally stopped. Bert moved forward onto the floorboards again, saying the wind was dropping and getting the bow down would help us point.

Little by little, by taking short tacks close to shore, we began to make perceptible progress.

The sun came out and the wind went to a manageable 10 knots, still from the southwest. Without large waves to buck, the *Trinka* really moved.

Finally, we reached the mouth of the boat club inlet and bore off toward the visitors' dock.

Bert grabbed the dock and tied us up.

"Dad would have loved this," he said.

The lone club member was still there, surprisingly, no one else was. We asked him if the tide comes up as far as Cold Spring.

"Sure does," he said. "Couldn't you tell?"

Later, I did some library research. I learned the Hudson is tidal for 160 miles, all the way to Troy. It has average flood and ebb tide currents of about three knots.




Today: Moving along in light air with the bow down.



KAYAKS
Wilderness Systems - Old Town

CANOES
Allagash - Old Town
Mansfield - Alumacraft
Hundreds on Display
FERNALD'S
On the River Parker
Rt. 1A, Newbury, MA 01951
(508) 465-0312



**COLUMBIA
TRADING
COMPANY**

NAUTICAL BOOKS

**New, Used
& Out-of-Print**

**Free Catalog
Subscription**

(508) 778-2929

FAX (508) 778-2922 Major Credit Cards

**1 Barnstable Road, Hyannis
Cape Cod, MA 02601 U.S.A.**

A Day on the River Cam

By Mel Ross

I hadn't seen my British buddy, Brian Brocklehurst, for about six years. On a recent trip to Europe, I had the opportunity to stay with him for a week. Aside from the joy of seeing Brian again and the hospitality that he and his wife, Janice, lavished on me, I was provided with a day I will long remember.

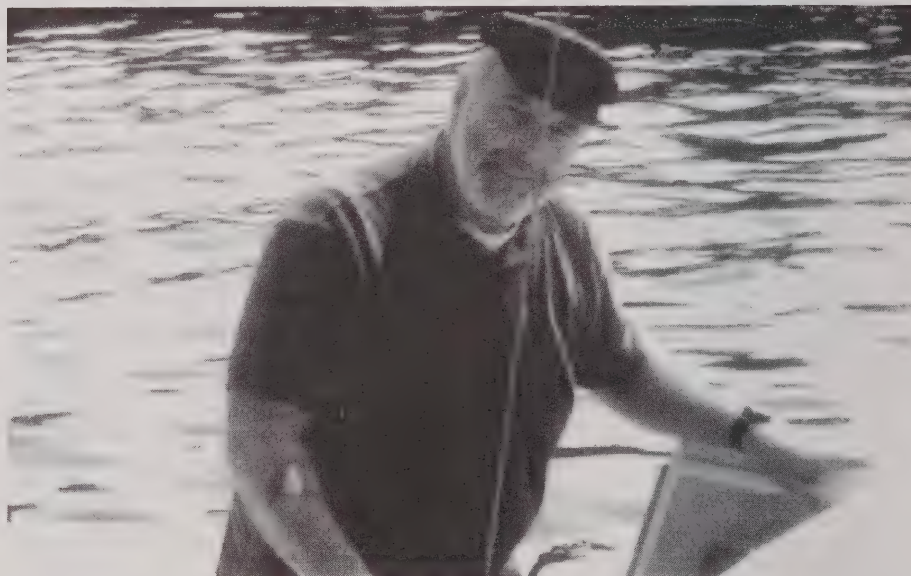
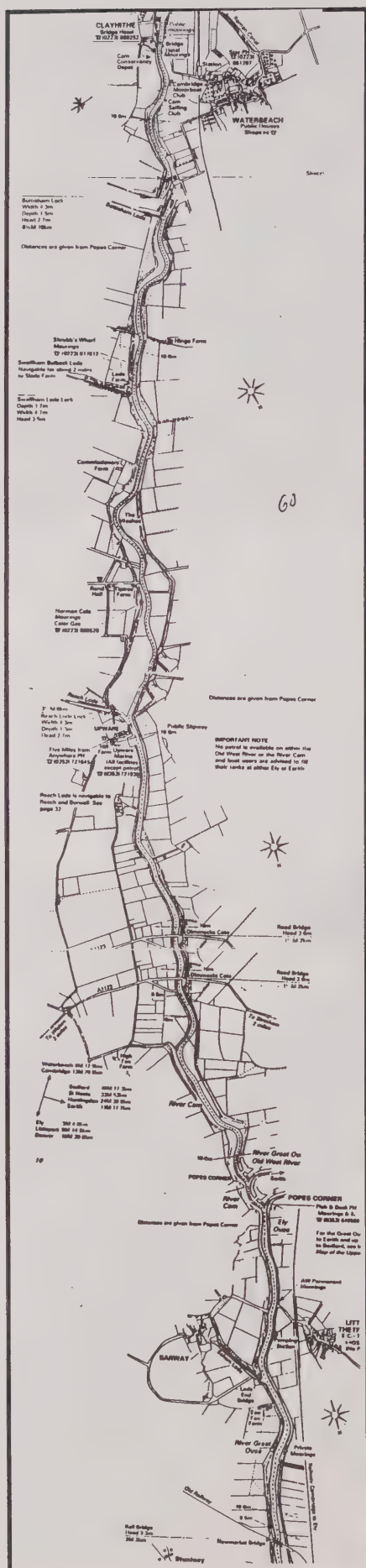
Brian owns a Sailfish sloop, *Helyn*, 18' LOA with a 7'2" beam. Several years ago he moved his boat to the Cam River Sailing Club. It has an active class and open racing program along with many social activities. The members are the type who are not only friendly, but willing to lend a hand when needed. I was invited to go for a day sail, an opportunity I jumped at.

We arrived at the club around 10:00 AM, and within a few minutes we were off. This was a different type of sailing for me. The

River Cam is only 30 to 40 yards wide with banks one to two feet above the water level. In order to sail, you need a wind that gives you anywhere from a close reach to a run, there is no room for tacking! We were heading north and the wind was northeast, so, since we were not racing, we turned on the outboard. The day was sunny and warm (a condition I enjoy and find infrequently in England).

Mallards, grebes, and river swans abounded but paid us little attention. The surrounding land is called the Fens, flatland that gives you a view to the horizon in either direction obscured only by herds of sheep and cows. Upon seeing a cow, I assured Brian that I had convinced my fellow Americans that Mad Cow Disease was a farce, that there was nothing wrong with the cows, it was the people who were mad.

About a half-mile from the club we lowered the mast in order to go through the Bottisham Lock. It's a small lock that you operate yourself. After locking through, we raised the mast in hopes of a more favorable wind direction. As we went gliding along the narrow river, our view to either side occupied land



Brian on *Helyn* on River Cam.



The Bottisham Lock.

rather than water, giving us the feeling of sailing over land. It seemed more like a pastoral experience than a sailing occasion. We continued past small marinas and boating clubs on both sides of the River Cam.

It continued to blow 12 to 15 mph on the nose. We stopped for lunch at the Five Miles From Anywhere Pub, a very attractive pub with a nicely turned out canal boat tied up to its dock. The friendly publican, Eric, had just turned 66 and, after having just sold the pub, was retiring the following week. He and his wife intend to travel, they're not sure where as yet, but it has to be near water so they can use their boat, my kind of thinking.

We continued on and, just before the road bridge, headed toward shore so I could jump off and screw a fixture into the ground, which we could attach the bowline to in order to al-

low us to again lower the mast. Work, work, work. Us poor colonials! The sun continued to bless us and just before the next bridge we arrived at what we agreed would be our turnaround point. The wind had now shifted to the east. We set the jib and sailed along at a nice pace.

After about 15 minutes, the wind swung to the south, a 180 degree shift from when we had started. Since it was too narrow to tack, we went back on the motor. Ordinarily this would have been a downer to me, but with the lovely scenery it didn't seem to matter. As we neared the lock the wind picked up, 15 to 18 mph with gusts, and clouds started to form an overcast. We did our mast down/mast up drill and got back to the club by late afternoon. Then it started to rain, but no matter, it had been just a magic day.

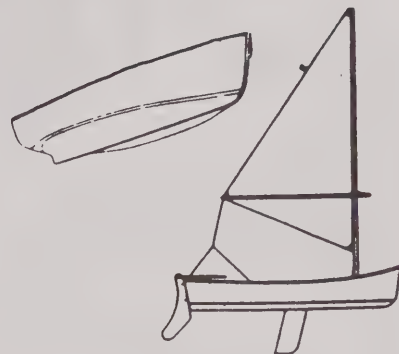


Canal boat on River Cam.

Brian outside Five Miles From Anywhere Pub.



KITTERY POINT TENDER



10' x 48" Handlaid Fiberglass Hull
Traditional looking Yacht Tender
Specially Designed for Ease of
Rowing and Minimum Drag When
Towing
Two Rowing Stations
Row & Sail Models

BAY OF MAINE BOATS

Gooch's Beach, P.O. Box 631
 Kennebunkport, ME 04046
(207) 967-4461

SOLID COMFORT BOATS



Sailing Cruising Canoes
 Sea Touring Kayaks
 Anglers Sampans

HUGH HORTON SMALL BOATS
 29474 Old North River Rd.
 Mt. Clemens, MI 48045
(810) 468-6456

New from Compass Classic Yachts

14' CLASSIC CAT

Good looks *
 Easy handling *
 Speed *
 Versatility *
 Forgiveness *
 LOA 14' *
 Beam 7' *
 Draft 10' *

* Seats
 * Cockpit room
 * Comfort
 * Stability
 * Low Maintenance
 * Affordable price
 * SA 130 sq ft
 * Displacement 600#

Fiberglass construction * Varnished wood trim



DEALER INQUIRIES INVITED
 Compass Classic Yachts, Inc.,
 Box 143, South Orleans, MA 02662
 Shop 80 Rayber Rd. Orleans, MA
 (508) 255-5187, (508) 240-1032

Why I Missed The '96 Depoe Bay Wooden Boat Show And Built A Boat Instead

By Rags Ragsdale

April 28-29 a year ago in Depoe Bay, Oregon came and left quietly, crowded on both ends by an Oregon coast drenching rain. My plans to attend the Depoe Bay Wooden Boat Show were foiled by some of those little complications that Robert Burns was referring to when he said, "the plans of mice and men aft gang aglae". The 28th was my son's wedding day, my wife's health also made the trip a bad idea, as did some pressing problems with my current project, a 20' 9" houseboat that didn't like being out in the rain. The Third Annual Depoe Bay wooden Boat Show called but I was unable to answer.

I must say right off it has left a gap in my life. I missed the whole bunch of good friends who have been the source of a lot of interesting stories and a whole fleet of very interesting boats. My aforementioned houseboat sort of came into being through the encouragement of Bob Young of Portland who was at the Second Boat Show at Depoe Bay. Before I even started to build this houseboat, I already had a name for it. In view of the fact I was very saturated by the excess rains of '95-'96, I had decided on *The Rain Drop* as an appropriate name for a boat that must weather many raindrops.

Bob Young had told me of a little camp cruiser built as a houseboat by Mr. Sam McKinny, a well known riverman, historian, author, and teacher, as well as member of the Traditional Small Craft Assn. in Portland. He is a fine boatbuilder and designer and I admit stealing a lot of my houseboat's design from Sam's little craft. To do this I drove to St. Helens to get a look at Sam's appealing houseboat. I'm pretty sure I stole a very nice design.

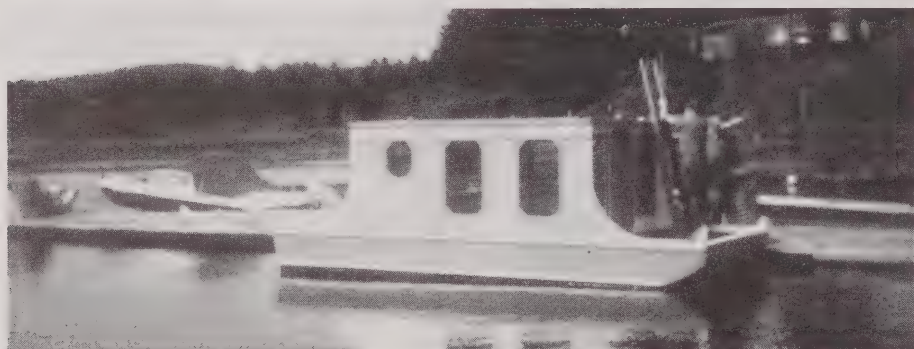
Of course, I couldn't leave it alone, adding my own innovations to give it my imprint. Sam's boat is 6' wide; mine is 7'11". The 7'11" beam was somewhat daunting as it rested on its gunwales upside down among the rhododendrons that obscure the shop, in front of which this project was begun. And Sam's is 20' long; mine is 20'9". I'm not sure how that 9" crept in but it is there. Probably in the slope of the bow. Oh well.

For many years I had been on the verge of building a houseboat but it seems there was always another boat on the ways ahead of it. Then I suddenly discovered I was facing possibly the last time I would be able to fulfill the houseboat dream if I really wanted to. So by September of '95, nearly all the lumber, plywood, nails, screws, glue, and space, was accumulated in one place and excuses, if any, were all procrastination and laziness. Sawdust and noise began to prevail in the shop area. We made several copies of the sketches of Sam's boat and wore them out folding and unfolding them as we referred time and again to these lovely lines.

The Raindrop on a borrowed trailer showing full view of the port side. The 2x4 holds the door closed before the latch was installed.



Almost in the water *The Raindrop* crowds the trailer's capacity.



The Raindrop sat on her lines nicely. The 5.5hp outboard cruises her at 6mph, just right for trolling or loafing along.

Bill Linkins, at whose dock *The Raindrop* now rests, and wood joining genius Lloyd Weaver, relax after the stress of the launching. Bill, a hovercraft owner and pilot, is 90 years of age.



While the sawdust settles a little, I feel this man, Sam McKinny, deserves further mention in this story, especially since his design is the basis of so much of the new boat in my life. Sam grew up on the lower Columbia River. As to his age, I feel sure he's but a few years one way or the other from my own and his life on the river and in tugboats is so rich that I am filled with envy when I realize how much more experience he has had on the river than I have. I spent a lot of my life doing a lot of other wonderful things, not realizing it was a life on the water I truly wanted.

Sam filled his life with the stories and experiences that have made such a rich life. Sam has several books to his credit, of which his *Ring of History, Reach of Tide* is my favorite, telling of the small fishing towns along the lower Columbia where he grew up and how they have, in many cases, completely disappeared along with the quiet, relaxed way of life. It was also a hard working life, and the people are the treasure of the book. Sam also wrote a different look at Capt. Bligh in his *Bligh*. If you think of Capt. Bligh as Charles Laughton, this book will set you on course.

At the time I went to St Helens to see the little houseboat, it was tied to the dock near city hall and even though it is a busy place the people there are a friendly lot and have time to visit and add a little to the rich river history. They all know who Sam McKinny is!

Sam's boat was designed as an unpretentious, uncluttered, and simple, camp-cruiser. As a river boat it would be hard to find one more capable. The 15hp outboard makes it do whatever it's skipper wants. The interior is wide open and the seats double as bunks at night. Quiet colored curtains over the unbreakable acetate windows provide privacy. An all business yet appealing design.

Another fellow from near Salem has had the bug to build a houseboat so I invited him to compare his design with mine. He never realized how really wide 8' can be on a boat, especially if you've never built anything larger than a dinghy. It is a little breathtaking.

My partner/brother-in-law who is the woodworking genius laughed when the fellow gasped and said, "Wow! I never thought it would be this huge." His design, it turns out, was within inches of being the same size as this one. Later I wrote to him to inquire how his boat was progressing and he told me he was putting it on hold until he had resolved some medical problems.

The winter of '95/'96 was very wet and we had a hurricane that carried winds along the coast of up to 120mph with sustained winds of 100mph. The houseboat project and its plastic tarp covering seemed to not notice, hidden as it was in its deep, brushy nest.

Little by little, the lumber and plywood slowly boarded the houseboat and the fiberglassing, primer painting, and Poxie-tarring, a West Marine product (I've never seen it in any other supply catalog) that is, as far as I know, tar and epoxy with a hardener mixed just before application. It stinks like you would expect these components to stink and on application it

acted just like tar. However, an hour later it was hard. I suspect it will inhibit marine growth to some extent.

We lost our building spot upon the passing of our supporter and friend, and great gentleman, Wells B. Smith. He had been an employee of the Hearst Corp. throughout his career, starting as a cartoonist and ending as chief editor of all the Hearst owned newspapers in the San Francisco Bay area. He retired to Florence, in '78 to his place on the lake. Wells owned our building site.

The houseboat had to be moved. A friend who lives a short distance from the building site offered his large metal clad shop for the shelter we needed to finish the houseboat and he had a trailer that we could borrow too. Would that every boat builder who hasn't his own shop has a friend such as Tim Sapp.

Early '96 saw Tim's big shop stove eating scrap wood and old alder and fir. The houseboat began to grow a cabin and decks. The lumberyard guys at last gave up on our sanity when we started searching for warped 2x 4's! The curves would provide roof beams that would help the roof shed water without our having to cut curved beams and lose wood to wastage.

The summer came and went. There was very little fishing for me, but Lloyd (my partner) got in a few good trips. I worked at the Fine Sandpines golf course at my part-time job of greeter or starter, whatever was needed at the moment. Without this job, I would not have the money to build the houseboat nor would I have caught up on Social Security and gotten my own small stipend. Every little bit helps, it is said, and I think it must be so.

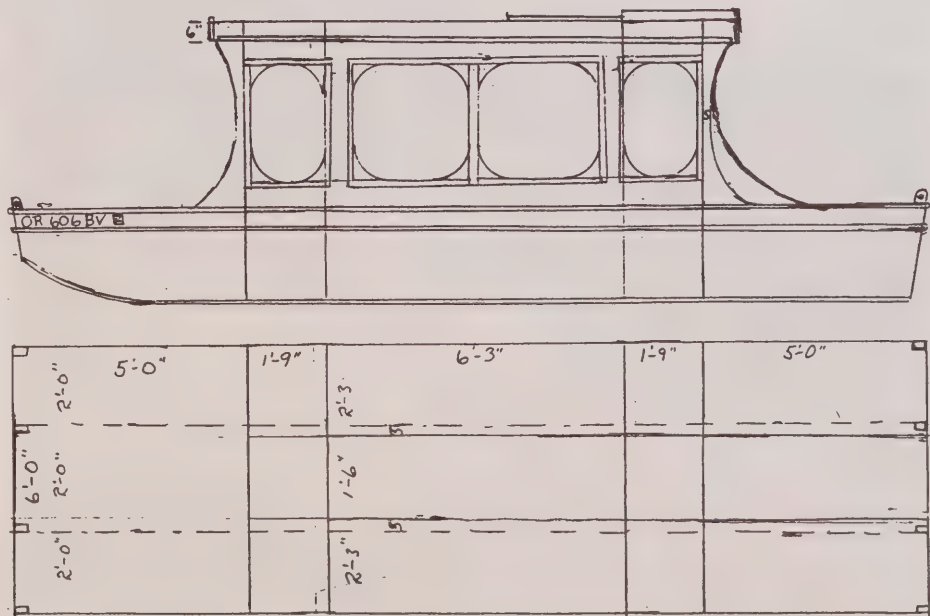
The houseboat grew nearly ready to launch, except for a door on the head and connecting the propane stove and light. There are 12vdc and 115vac circuits as well as propane. Bunks double as sitting space during daylight and the table is a motorhome table that is meant to bolt to the

floor. I bolted it to a platform of 3/4" plywood so it can be moved around to where it is best put to use. Water stowage of gallon jugs under the front deck, among other things, balances the load. A ship's wheel is installed but no steering is installed yet. Power is a long shaft 5.5 Johnson outboard and a friend in the Oklahoma plains area says his will reach hull speed with that power.

He is Mr. Floyd Shull, who built a Modified Retreat, Atkins' designed '47-'48 vintage shantyboat. I am getting so I like the name Shantyboat, better than houseboat. I believe it better describes the boat and it's purpose. You agree, Floyd? This new move toward cruising, trailerable houseboats is, as far as I know, led by Floyd Shull, and Bill Loden. But Floyd has had his boat longer and has never stopped improving it as time permits.

I believe there is an awakening to the advantages of small cruisers with roominess equal to boats twice their size. However, a bit of advice, don't get wild and build your boat with too much beam (8' is too wide if you plan to trailer it). Finding or building a trailer to fit the boat and still be highway legal is a project in itself. But designing a trailerable shantyboat is not a big job. We designed this boat as we built it, with much owed to Sam McKinny.

On June 11th our boat was about to be launched in Siltcoos Lake near Florence. It will serve out a shakedown period here, as well as keep my three grandsons occupied with swimming and fishing, camping and exploring. Others are waiting for their turns but I have given priority to those who have helped with muscle and encouragement. They have been the most patient and I will fulfill my promise to those who ganged together and set this shantyboat on her feet when we got it inside the big metal shop. They will all get an overnight fish/camp aboard the completed houseboat.





Former drift boats and surf runners, these two dories are about 19' long and beautifully restored, fully capable in any waters.



Model show, from left are a Coast Guard cutter, trawler, battleship, submarine, cabin cruiser and tugboat.

This model tugboat is complete with crew, lighting system, engine turning prop and authentic diesel sound.



Back to Depoe Bay In '97

By Rags Ragsdale

To make good on that missed '96 Depoe Bay Show here's my report on the 1997 Depoe Bay Annual Wooden Boat Show. It rained, it got cold, then it rained some more on April 26-27. Having missed last years' show, I stood for some good natured reprimands from all my good friends when we arrived this year. It wasn't bad to be missed that much. Thanks gang.

It was very stormy on the coast and Depoe Bay suffered it's share. It was dry when we arrived at 10:30am but a cold, raw wind did very little to help the mood, which was at best subdued. People came and left without stopping to look closely at the fine craftsmanship and finishes that characterize the great workmanship carried on by backyard builders as well as the professional builders.

The grandson of the oar maker, Mr. Lindblom, had grown from a 4'10" youth into a 6' 1" young man who has the talent to carve as his grandfather does. I noticed the young ladies assessed some of his other qualities by their glances too!

There were some radio-controlled models of tugs and Coast Guard cutters which were amazingly well finished. One tugboat model even had a model crew and a working engine complete with the diesel engine sound. And all the lighting system worked with the correct lights. Did I hear it said that some barges were being built for it? I can't recall exactly. Oh well, perhaps I just wished it.

The hardworking organizers had done their usual excellent job of promoting the show, but Lee Gabriel, Evie Whitlock, and Wally Hall, had the weather against them and like fishing, if the fish aren't coming to the bait.....

There were some very interesting boats to keep the diehards happy. Ray Heater's dories are always a joy to see, but I would have a hard time launching a boat with the beautiful finish that Ray puts on his lovely river dories. Steve Hoover of Schooner Creek Construction had a river boat done lapstrake style which I thought was one of the strongest and well finished I've ever seen. A mahogany Whitehall arrived late but was a show piece and should have been in someone's living room. Beautiful.

A new participant was William Childs, who had a small cabin cruiser done stitch and glue that reminds one of Sam Devlin's style of boat. However, it is not a Devlin design. It is heavy and is a boat for cruising and fishing. The price is not as heavy though.

Pacific City Dories usually don't show up at our boat shows, however one that did was built by Emanuel Moore of Beaver Creek, Oregon, a man 80 years of age. He still produces these boats regularly. It was a work of art and because the design was slightly modified it was named a Willamette River Boat. This gentleman sold the boat to Mike Reed, who uses it all the time to go fishing and probably has put as many miles on it going overland to the fishing spots as he has on the water.

Several rowing dories were water skipping around the harbor, oars flashing by twos and fours. The larger dories were restored drift boats that are true double enders but row so easily they belie the sturdiness and weight that made them so comfortable in the rapids and chutes of the Steelhead rivers they plied in their working days.

It is tough to try to comment on all the beautiful boats that were parked on the tarmac, but I must mention the Herreshoff dinghy built by a young woman and some of her family at a boatbuilding school in Port Townsend, Washington. The details may be clouded but I'm pretty sure she said they sort of came upon the beginning of a boatbuilding class while traveling and became inspired to join in and one week later had this beautiful lapstrake pram. Tricia Lee turned down several offers to buy the craft at the show.

Mr. & Mrs. Richard Mitsell and their Yankee Dory tender were unable to hold to the brag of starting the 1-1/2hp Clinton engine on the second pull. It insisted on starting on the first pull, instead. Samuel Johnson, Ed Phillips, Tom Klinger, Rick Royce, and Harold Lloyd all had great boats on exhibit.

Several other builders stopped by, but weather began driving folks back to their cars and, for all practical purposes, the show ended early on Saturday. I too was forced by earlier commitments to depart amidst an increasing downpour. Next year it will be better, and my time will be distributed better so I can stay the whole show, even if it is inside out of the rain.

Below: Two Gloucester Gulls show their stuff. Outboard in well is 2.3hp Merc. Right: An immaculate all bright mahogany Whitehall.



Builder Tricia Lee and her 10' lapstrake pram built at the Northwest School of Boatbuilding in Port Townsend, Washington.



WAKE YOUR SPIRIT. ROW AN ALDEN!

FREE CATALOG
1-800-626-1535

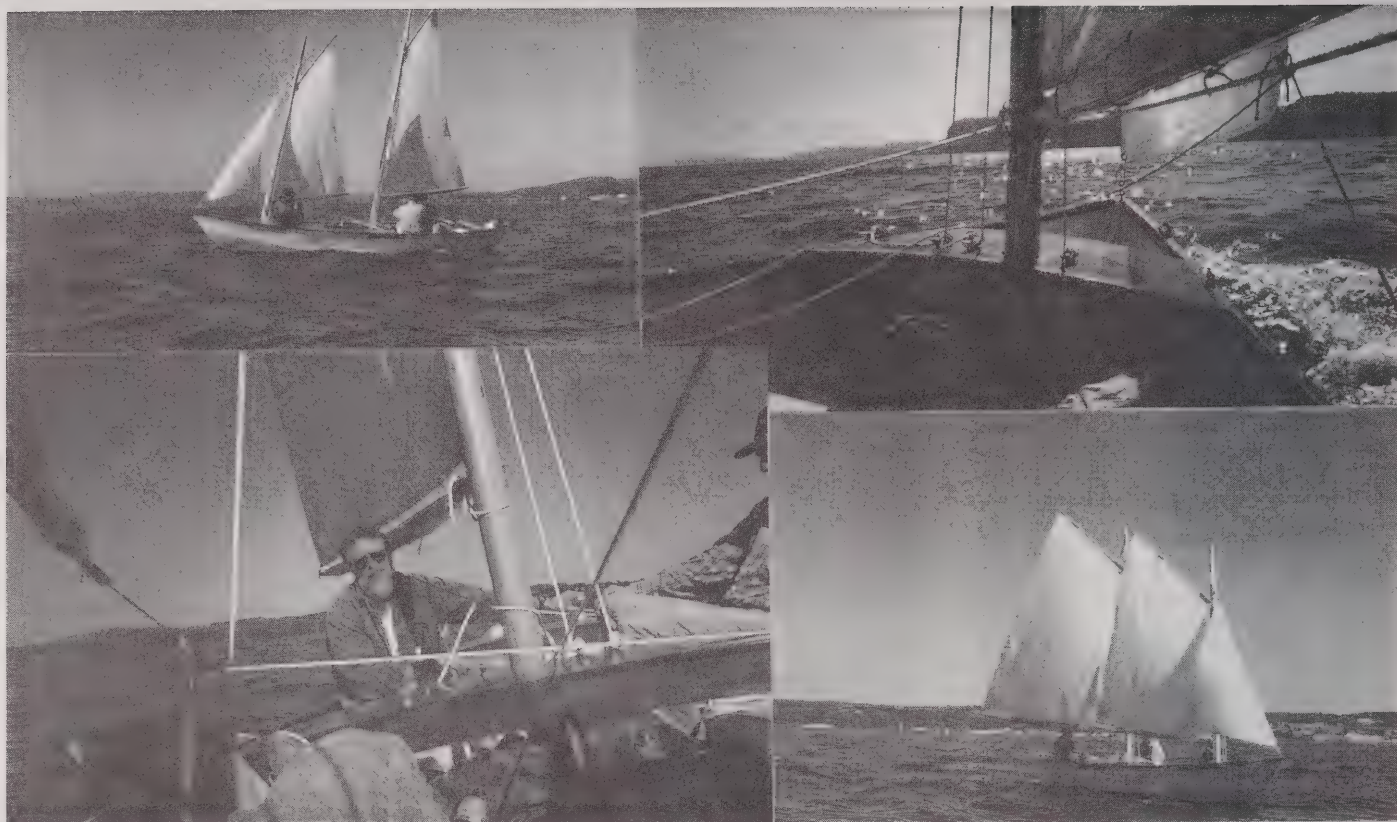
ALDEN OCEAN SHELLS
ROWING EXPERTS FOR OVER 25 YEARS
Box 368, Eliot, ME 03903 • <http://www.rowonline.com/alden/>

CataCanoe®

wheel system (not a dolly) lets you easily portage, launch, and land your fully loaded canoe by yourself with no lifting or scuffing. Same hull bracket joins any 2 or 3 canoes for stability and safe motor, sail, or paddling fun.

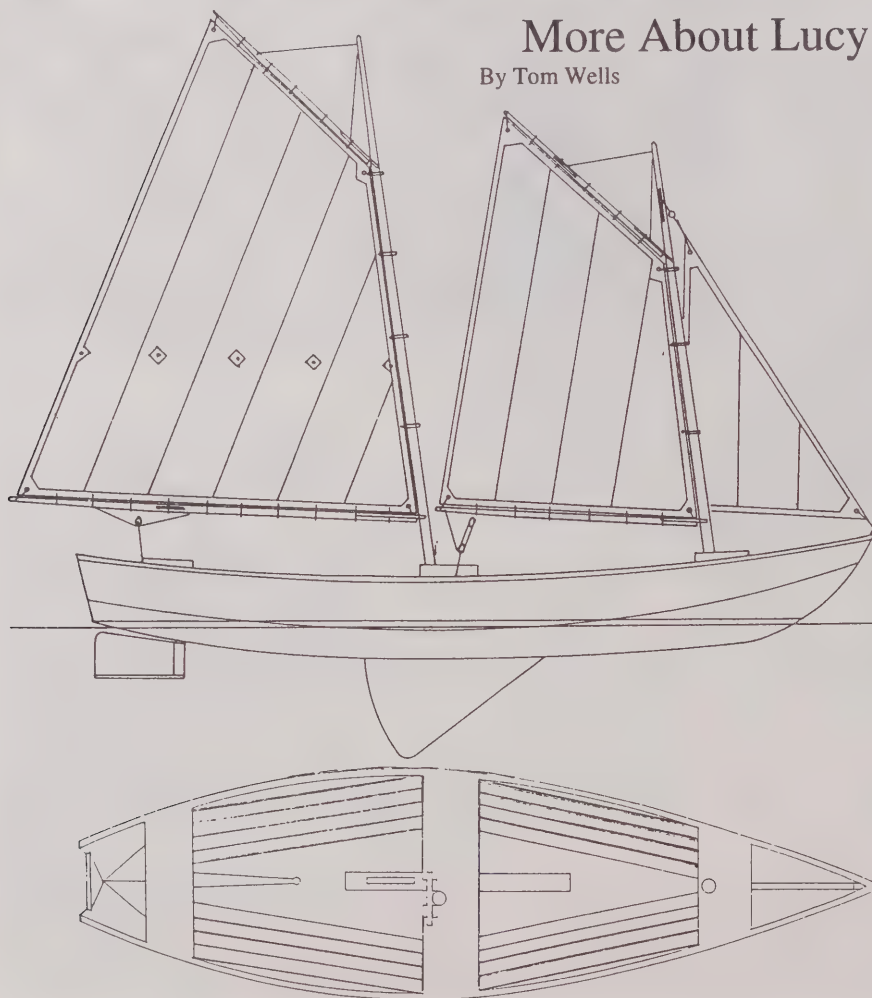
Brochure: Call 1-800-309-0105
Catacanoe, Inc.
711 First Parish Road
Scituate, MA 02066-3123





More About Lucy

By Tom Wells



Lucy is a 22'6"x 6' schooner rigged centerboard daysailer. I designed her for my own use, requiring an unballasted boat I could sail singlehanded on Long Island Sound or the Tappan Zee. I also set out to make Lucy pretty.

She is built of marine plywood encapsulated in fiberglass and epoxy resin. Lucy has Sitka spruce spars, cedar soles and seats and Honduras mahogany trim. She's a real head-turner wherever she goes.

The long, low schooner rig allows her to stand up to a stiff breeze without ballast, and her length makes her comfortable in open water. The rig is completely unstayed and the masts are short enough and light enough to be stepped by one person.

There are cockpits fore and aft. The four bench seats are each over six feet long and wide enough to stretch out on. She is a comfortable beach cruiser for two, with a boom tent over either cockpit. In two years of sailing she has never needed a motor, but the transom is designed for a small outboard (2-4hp). An electric trolling motor should work fine with plenty of storage space for one or two batteries under the center deck.

The hull weighs about 750lbs and the designed displacement is 1,700lbs. There is no ballast inside or out. The centerboard is retractable. Steering is by tiller with a stainless steel rudder. Wet wells fore and aft provide ample storage for anchors, docklines, bumpers, etc.

Lucy is built to order. The sailaway price as described is \$13,900, which includes a suit of four dacron sails and galvanized trailer, mooring cover, anchor and rode, docklines, bumpers, cushions and a paddle.

Penguin Boat Shop, Inc. is located at 210 Marble Ave., Pleasantville, NY 10570, phone (914) 769-0798.



Larinda alongside Commercial wharf at the Salem National Maritime Historic Site. In left background is the original custom house at the inshore end of Derby Wharf, now a Park Service interpretive facility.

July 17th was a bright sunny summer Thursday in greater downtown Salem, Massachusetts, as I walked out onto historic Derby Wharf National Maritime Historic Site. The emptiness stretched before me, all 1,200 feet of Derby Wharf, built in colonial times and once crowded with the buildings of Salem's bustling seafaring commerce. Where were all these tourists that Salem seems to feel are vital to the historic city's economic survival? And where was the \$5 million Park Service theme ship, *Friendship*, intended to adorn this real historic site with its replica presence as an attraction for those tourists?

Well, *Friendship* was still unfinished over in Albany, New York, and the tourists must have headed for nearby Marblehead to await the arrival of the U.S.S. *Constitution* on the upcoming Sunday. On this bright morning, all alone moored to the adjacent Commercial Wharf, was another replica of a colonial vessel, *Larinda*, a 60' (LOD) ferrocement reproduction of a colonial era revenue schooner. Larry Mahan had spent the last 26 years building *Larinda*, launching her at long last in the fall of 1996, and was now cruising to selected New England maritime gatherings in the initial stages of *Larinda's* future career as a sort of quasi-historical attraction.

Larinda had been invited to tie up in Salem to take part in the upcoming welcoming of the *Constitution* (they had to have some sort of ship). Larry and Marlene and their daughter and grandchildren were on-board, and had been since leaving the Wooden Boat Show in Mystic, Connecticut the end of June, with a stopover at their Cape Cod homeport, Hyannis, Massachusetts enroute to Salem. *Larinda* was traveling under diesel power as her rig was still incomplete. In fact a friend, Dan Hallinan, was at this very moment beginning to string ratlines onto the mainmast shrouds.

Larinda... A Tale Of Perseverance

By Bob Hicks

Today from 1pm to 3pm *Larinda* would be open to the public. No "admission" was to be charged but a "donation" was asked. In the pilothouse the donation box sat with a few dollar bills in it from the previous day, and a small sign about why it's not nice to steal money from an honor system money box. "This is a poor city," Larry had learned.

It had been a long time since I had last seen *Larinda*, about 15 years. At that time we had been on the Cape and driven by Larry and Marlene's home in Marstons Mills where *Larinda* was being built. The grey ferrocement hull loomed over the small cape cottage like a pet dinosaur, and I couldn't help wondering if this would be another ferrocement dream that would never get finished. In this I badly misjudged Larry Mahan's determination and dedication.

Larry presents his life work as a modified replica of a 1767 Boston built coastal schooner. He built her to the original lines of a vessel that had begun as such a schooner and had subsequently been requisitioned by the British and used as a customs schooner chasing smugglers. He had chosen to build her in ferrocement, still a popular boatbuilding method in 1970 and one with which he was familiar from working on other's ferrocement boats, none, however as big as *Larinda*.

When, after several years of work, the wire mesh armature had been completed and plastering time was at hand, Larry had already attracted a lot of interest and a giant plastering party was organized with 120 vol-

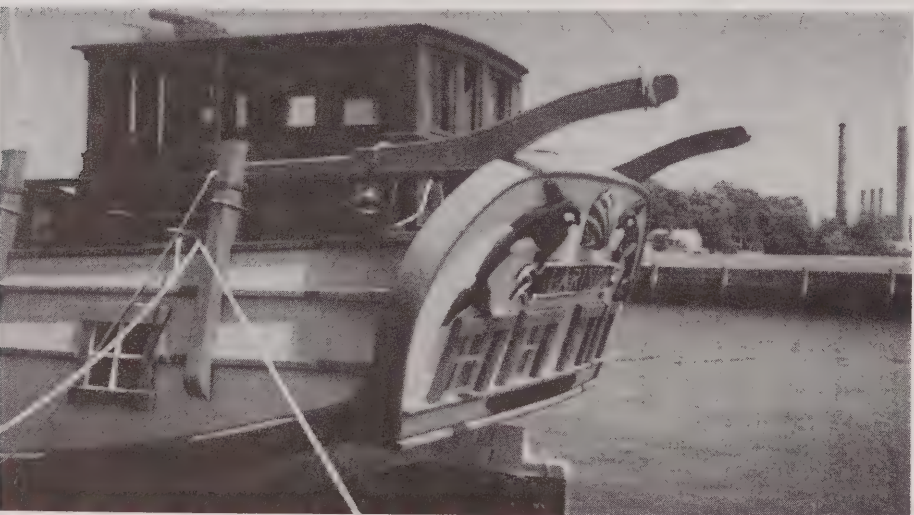
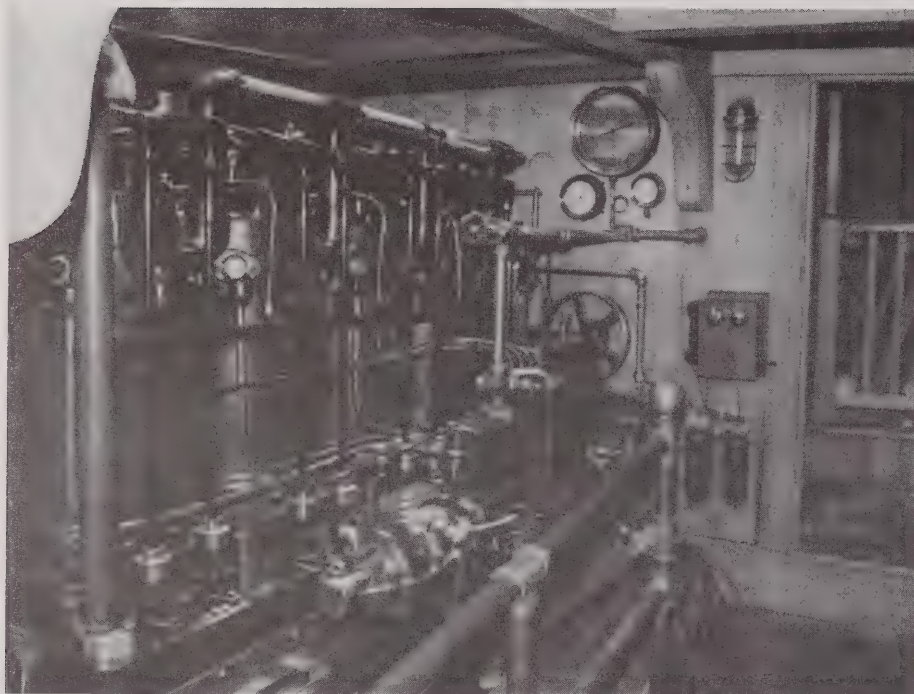
unteers showing up to plaster 3/4" of cement on a 60' long, 16' wide, 20'+ high metal skeleton. "It's a mental thing," Larry explained, "anyone looking at this would be boggled by the scale of it. So I set it up with each team taking a 3' swath of the hull as their own, just do that part while alongside other teams did theirs'. And so the cement went on all in a day to guarantee the bonding into a unified structure.

Another 15 years have passed since then, devoted to the finishing off of the interior, construction of the pilothouse and deck structures, fabrication of all the myriad pieces of hardware, and in a major project, locating and rebuilding and installing of the huge Wolverine diesel engine.

Before I get into the engine story, a few words about the woodwork on *Larinda*. You would not know she is ferrocement. She is entirely ceiled inside with wood and the joinerwork on the interior accommodations, as well as deck hatches and exterior wood fittings and pilothouse is first class. Larry did much of it himself but had a lot of volunteer help from cabinetmakers intrigued by the challenges of a boat's lack of square corners and level surfaces.

At the Wooden Boat Show the con-course d'elegance judges were baffled by how to treat *Larinda*, because she is not, after all, a wooden hulled vessel. She was moored to the stern of the *Charles W. Morgan* and attracted visitors throughout the three days. The judges finally determined on a "Best Use of Recycled Wood" award. She's finished out in recycled 100 year old long leaf yellow pine.

Well, about this engine. Larry presents *Larinda* as "modified" and indeed she is. The huge diesel is not tucked away out of sight as are those used in most tall ships. The huge 2,200 cubic inch power plant sits in splendor in the main saloon under a big sky-



light hatch, surrounded by a brass rail and elaborate joinerwork, resplendent in dark green paint and polished brass. The six enormous cylinders exhaust through a steel collector pipe right into the wooden staved hollow steel foremast. The Wolverine, built in 1928 in Bridgeport, Connecticut, develops 100hp at 125-350rpm. It swings a 44" variable pitch prop mechanically adjusted by a crank and shafting arrangement from the pilothouse.

During the course of a ten year restoration project on this power plant, Larry learned that the old Wolverine factory in Bridgeport was still there, now occupied by a machine shop, and that in back rooms old Wolverine parts and gear were still stored. He bought the lot, along with all rights to the name, for \$700.

By now you can begin to see what this boatbuilding project amounts to. It has been a giant step beyond even the most time consuming projects that most of us ever get into. It has absorbed 26 years of Larry Mahan's life, since he turned 30. He had to run a business for a living in Hyannis, an auto body shop, and deal with all those responsibilities while pursuing the dream. His children grew up with dad's project looming large in their lives. Other family members and a growing list of friends and volunteers came and went over the years.

In the beginning hurdles arose that would have discouraged a less determined person. He started building in a boatyard owned by the widow of the recently deceased operator with a handshake understanding that he could have building space there for the projected 15 years in return for removing a tumbledown building and grading the site of that building level. In that first summer Larry got this all done while also setting up his building site. Then the man with a briefcase turned up and informed him that the new owner was giving him 30 days to vacate the site.

And now, nearing the end 26 years later, with so much invested, Larry was denied permission to launch at his chosen launching ramp in Barnstable on Cape Cod Bay by the U.S. Army Corps of Engineers and told to take his launching somewhere else.

Now, about this launching. Here's this 60' long, 20' high, 16' wide 56 ton vessel in a backyard miles from the sea. Obviously it would have to be moved like a house. And so it was, 30 miles to a Falmouth boatyard after the denial of use of the Barnstable ramp. Larry says the six day trip was like a parade, with utility trucks ahead and behind removing and replacing overhead wires, police details controlling traffic mile to mile, the public lining the curbs as they passed by, and overnight stops that had to be off road by 3pm each day. The launching cost him \$8,000 more than it would have at the ramp with his volunteer help.

Left from the top: The giant Wolverine diesel in all its splendor in the main saloon, indeed a "work of art" as Larry describes it. A view aft from amidships, a bit of the main saloon skylight hatch, a step up to the bridge deck, and the pilothouse. A stern view showing detailing and the non-original pilothouse. Larry says he wasn't about to stand out there at the helm in the weather year after year.

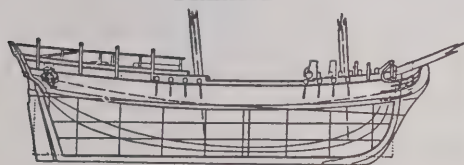
Now, here in Salem, on the roof of the pilothouse sat three small cannon, creations of rigger Dan, who is also a licensed Massachusetts Cannoneer (I kid you not, there is such a thing). *Larinda* was to join others in saluting the U.S.S. *Constitution* on her departure from Marblehead on Monday morning for her first sailing. Shoreside cannons at Ft. Sewall would also be saluting.

In such small ways Larry Mahan is now beginning the next phase of his life work, bringing *Larinda* into the tourist attraction, ceremonial world of the tall ships and historical re-enactments. *Larinda* must now become a full time business for Larry and Marlene, they've rented out the body shop buildings and at last the 26 year hobby of building this incredible vessel has to become a livelihood.

A man who has overcome the problems and obstacles that the sheer size of his dream has faced is not now about to be deterred by this latest challenge. By the time he reaches retirement age in ten years Larry Mahan expects to be captain of a well established tall ship of his very own, one so much his very own that it will be unique amongst the tall ship fleet. And there's no retirement in his future, he'll be sailing his dream, not dreaming of his bygone sails.

LARRY AND MARLENE MAHAN

PRESENT



Cape Cod's Own Tall Ship!

Tall Ship *Larinda*.

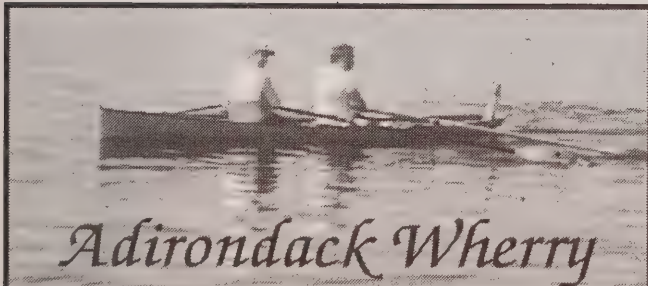
163 Walnut St., Marstons Mills, MA 02648
(508) 775-6882




Rigger Dan Hallinan and his son John with Dan's cannon that John would be firing in salute to the U.S.S. *Constitution* on occasion of her historic first sailing in 115 years.



Larry Mahan, a man with a vision, a quarter century along his way and looking to the future with undiminished determination.



Adirondack Wherry



ADIRONDACK ROWING
306 Lake George Ave.
Ticonderoga, NY 12883
(518) 585-7870

Design and Build Your Own Boat ... By Computer!

- o Create and fair full 3D hull shapes interactively
- o Use state-of-the-art surface modeling techniques
- o Any hull shape allowed - round or chine hull
- o No lines drawing experience required
- o Eliminate lofting by hand
- o Plot lines drawing automatically
- o Plot full-size frame and plate shapes
- o 30+ calculated values - disp, LCB, stability ...
- o Stretch, shrink, or modify existing hull shapes
- o Low cost professional software: **JUST \$395.**
- o **Call, write, or Fax for our free literature**



60 knot commuter

New Wave Systems, Inc.

79 Narragansett Ave., Jamestown, Rhode Island 02835
Tel: (401) 423-1852 Fax: (401) 423-1810

The Story Of Outboard Man

By Howard Johnson

It all started when a few of our antique boat club members, who were going to buy a Hickman Sea Sled, decided to find their way over the back roads of Pennsylvania without using the Interstate. The trip was scenic and quaint at first but after interminable steep hills and sharp curves they became very tired and finally stopped at a tiny town with a bar and grille, for some refreshment.

The bartender, who was not used to people from out of town, was very friendly and served great food and a few free rounds to his new customers. When he found out about their love of old boats he told them that a very unusual character lived in town. Just then a crowd of locals came in and everyone had to have another round while they waited to hear more about it.

The town was built on a secluded lake that was owned by the power company. For years they warned residents that they were going to raise the lake level so they could generate more electricity. They had bought up most all of the land around the lake except one who was holding out, an old hermit who had run an outboard motor shop on the lake since anyone could remember. The guy was a friend of Ole Evinrude and had raced outboards when they first became powerful.

His shop was always the place to go for the best work, he was a mechanical genius. Oh, he never had time for the girls and his hygiene wasn't the best but he sure could make those outboards run! Some people said he loved those outboards he had up there. He would work long hours into the night polishing and perfecting. When he grew tired he would prop himself against the nearest outboard and tip his hat down over his eyes and soon it would be morning.

On his rare visits to town for supplies, people would shake their heads, he smelled just like an engine. He was always carrying some parts around with him. Usually he would just order supplies and have them sent up to his shop and now lately for some reason he had taken to wearing an engine cover over his head! Very few people had seen him recently and now the power company was going to condemn the place. The bartender was the only one who

knew him in the great old racing days, and was worried about it.

The members of our club talked it over and decided that they would like to see the place and meet the guy. Then they had a few more rounds while they waited for the bartender to take them up there.

It was dark and the gravel roads were terrible, a fog had set in. When they arrived they waited outside while the bartender went in. The lake had already come very close to the old tin building. Finally the bartender came out looking disappointed, he wasn't willing to see anyone.

The guys talked it over, this was a chance of a lifetime, they had to meet this guy. So the boldest, our former president, called in that we were from down south and all owned old boats. He called out some famous names of boats in the teens and told about our show and how we work all year to get all these famous boats and people to come.

Silence. Then our ex-pres continued, "Say, isn't that a Caille Red Head over there? I had one of those when I was a kid!" There was a noise in the back and a shape moved in the shadows. The bartender gave a thumbs-up sign. "And there's an Evinrude Rudder Twin, my grandfather had one of them!"

Some scraping and clanking. "So you like old engines, ay?" He spoke! Then, out of the piles of parts and engines hanging everywhere, comes this '54 Johnson 25, walking toward them. Who has ever seen a walking outboard motor? "I built them engines," he said.

They were shocked but stayed cool. "I built a couple them myself," our ex-pres says, "been collecting and fixin' them for years, gonna show 'em off at a big three day show in Maryland. We could use a guy like you, to tell everybody about outboards in the old days. Kids today don't know what you know."

Outside the guys couldn't believe their eyes, ol' ex-pres standing there talking to an outboard with legs. The two of them seemed to get along and the others, one by one, came closer, marveling at the huge collection of engines and parts everywhere, all the famous and rare models piled up like cordwood.

Then it happened, the outboard man spied the Hickman Sea Sled they had in the back of the pickup. He threw up his hands and ran over to it excitedly. "I haven't seen one of these in years! I can't believe it. These things are really fast!"

Everyone started talking at once, it was beginning to look like an all righter. They talked about the rising lake and this fabulous lifetime collection and how great it would be if it could be part of a museum.

Right then one of the guys said, "Let's take everything to the Antique Boat Center, there's plenty of room, he can live in the shop and come to our show!" The outboard man said he was afraid the water would start coming into the shop the next day. So everybody pitched in: First they took a big load down to the bar, then they filled the pickup and the boat to overflowing. You would be surprised how many engines you can fit in a crew cab, dually pick-up! Then they set off for home, eager to find out all about Outboard Man.

The Kids' Night on the Town

Excerpted from *Cruising Rules:: Relationships at Sea*

Copyright by Roland S. Barth, all rights reserved.

Copies will be available in April for \$15.00 postpaid from Head Tide Press, P.O. Box 94, Alna, ME 04535

"Dad, we want to have a slumber party. On *Sazerac*."

Joanna and Carolyn, my teen-aged daughters, had it all figured out. They and two friends would plan and procure the food for dinner and breakfast, organize an evening's entertainment and perhaps even sleep a bit aboard our 1911 Friendship sloop *Sazerac*, at the Round Pond mooring. I was invited. This was an offer I wanted to, but couldn't, refuse.

As the early evening mist began to settle in, we rowed out in the dinghy, laden with chips, soda, hamburger, catsup, mustard, M&M's, radios, tape recorders, sleeping bags and jammies.

After a few minutes aboard, it became clear that I had dramatically mixed feelings about being a party to this party. On the one hand, I wanted to be around to supervise the potentially lethal propane stove and the marine toilet valves (whose improper use by recent guests had recently nearly sunk the vessel) and to keep the hilarity at a level which would not disturb occupants of neighboring boats. On the other hand, I counted five bodies now packed into the cabin and four bunks. And I wanted a good night's sleep.

With the kid's unanimous and enthusiastic approval, I decided upon a brilliant plan. One of them would row me to a vacant vessel in the harbor, of which there were many, and I would surreptitiously spend the night on a quiet, albeit unfamiliar deck.

After the stove, valves and hilarity had been tended to, Joanna rowed my air mattress, sleeping bag, poncho, flashlight, toothbrush, nightshirt and me into the darkness in search of suitable lodging.

Several criteria for the chosen deck quickly emerged. The winning vessel must be out of earshot of the slumber party, it must have six-and-a-half feet of unencumbered deck or cockpit, it must be a sailing craft of some distinction and integrity (why not be choosy?) and it must certainly be unoccupied. There was one moral dilemma. I would prefer to ask for permission. But how to ask if no one is aboard? "Better to ask for forgiveness than permission," a school principal friend says.

As luck would have it, visiting in port that night, a hundred yards abeam of *Sazerac*, lay a beautiful, wooden, 35-foot Tancook whaler. She offered abundant space on the cockpit counter and was clearly dark and vacant. We came alongside the *Zebra Dun* (should her owner ever read these words, I beseech his forgiveness) and the furtive transfer was made. Joanna rowed back to *Sazerac* where the party now began in earnest. This was a win-win situation if there ever was one.

I slept very well in the calm summer air, waking only to make a couple of sleepy glances over to the slumber party to ensure that it was still afloat and to catch the distant,



canoe and kayak covers

Storage Covers—virtually waterproof yet still breath, blocks 99.8% of sun's UV rays. Draw string ties on both ends. \$69.95+^{mp}

Travel Covers—100% treated polyester excellent protection. Draw string and tie down loops. \$99.95+^{mp}

A near custom fit for canoes from 12 to 18 1/2 feet.

Kayak Covers available from 14 to 18 feet.

\$149.95 to \$159.95+^{mp}

Brochure with Order Form (800) 275-2580

Old Harbor Companies • Box 609 • Hyannis, MA 02601

muffled giggles rolling gently across the water.

In the first light of early dawn, I checked *Sazerac* again. All was in order. She was on the mooring with dinghy tied astern. The slumberers were slumbering at last. Then, peering out from beneath my sleeping bag and poncho like the beam from Franklin Island lighthouse through the fog of Muscongus Bay, my eye caught sight of something else. Motion in the harbor. To my horror, a dinghy with three people aboard was just leaving the town dock and heading straight for the *Zebra Dun*.

I had my opening line ready for the owners when they came alongside. "You may wonder what I'm doing sleeping on your boat." But, unable to think of any subsequent lines, I immediately issued, and obeyed, an order to abandon ship. After glancing wistfully at *Sazerac's* dinghy many yards away, I took the

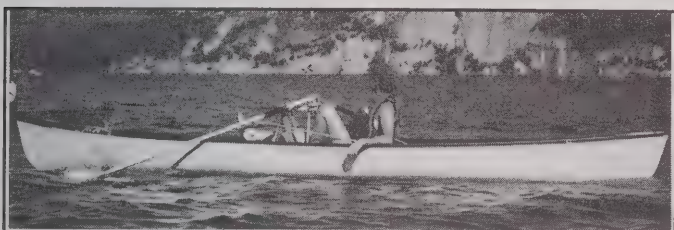
only remaining option. With heart racing, I quickly stripped to the buff, rolled up my sleeping bag, tossed toothbrush, flashlight and clothes into the poncho, then lowered these provisions onto my air mattress over the side facing away from the oncoming dinghy.

I slid into the frigid water, which now seemed even colder than it had the evening before when my bathing suit had been on. "Prune balls water," my friend Snyder calls it. It certainly gave me abrupt notice that my slumber party was over. Like a beaver nosing a poplar branch across a pond, I pushed my raft, now low in the waterline, silently towards *Sazerac* with a new respect for U.S. Navy SEALS.

In the event I should be noticed and intercepted by the oncoming dinghy, I had another opening line ready. "You may wonder

what I'm doing stark naked, pushing an air mattress loaded with stuff across Round Pond Harbor at six in the morning." But this time I had some better, less culpable supporting lines. Fortunately, I didn't need any of them. With a mixture of sheer terror, numb relief and hypothermic shivers, I arrived unobserved alongside my dinghy. I began to transfer my still dry gear just as the other dinghy reached the *Zebra Dun*. Whereupon, to my astonishment, I beheld the occupants row right *past* the Tancook whaler and onto the next vessel, which they boarded, completely unmindful of the little drama which had just unfolded.

Later, over a hot cup of coffee aboard *Sazerac*, with the now-wakened slumberers, an important Cruising Rule emerged: **Before you go to great lengths to extricate yourself from trouble, make sure you're in trouble.**



SUPER WORKOUT AND STRESS RELIEVER. Rowing system faces forward (like a kayak) but adds the power of your legs. Outperforms paddling and rear-facing rowing. AQUAMOTION SYSTEMS 30 Cutler Street Dept. MB, Warren, RI 02885 Ph. 401-247-1482

NOT FOR EVERYONE!



LUCY

22'-7" x 6'-0" x 1'-11"

- **COMFORTABLE** – Roomy daysailer accommodates four adults with comfort and style.
- **TRAILERABLE** – Light weight, compact size allows her to go over the road with ease.



PENGUIN BOAT SHOP, INC.

Thomas Wells, Prop.

Westerly Marina, Ossining, NY 10562

Office: 210 Marble Avenue

Pleasantville, NY 10570

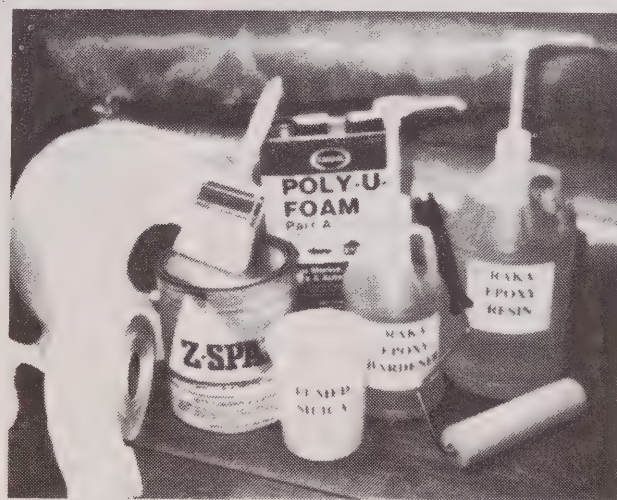
914-769-0798 fax 914-769-7469



Solid Spruce - Ash Oars from 5' to 16'
Spoon Blade Oval Shaft Oars
7'6", 8', 8'6", 9', 9'6", 9'9"

RR 1 LaHave, Lunenburg Co., Nova Scotia BOR 1C0

PH: (902) 688-2351



RAKA EPOXY & FIBERGLASS

We have several types of epoxy resins with different mix ratios for coating, gluing and composite construction. Our large fiberglass inventory includes many weights of standard woven materials as well as a good selection of biaxials and triaxials. Carbon and kevlar fabrics are also available. We offer the lowest prices and same day U.P.S. shipping. Our normal store hours are from 9am to 5pm Monday to Friday, but calls are welcome seven days a week until 10pm. Write or call us or see our internet site for complete info and prices. Ph. 561-364-8086. <http://www.magg.net/~raka-inc/>

RAKA MARINE, 2755 S.U.S. HWY. 1
BOYNTON BEACH, FL. 33435

The Mariners' Museum of Newport News, Virginia and the South Street Seaport Museum of New York City have announced the formation of The National Maritime Museum Initiative. The alliance, one of the first of its kind in the country and a model for museum expansion, will enable the two institutions to share collections, exhibitions, educational services, publications, and other related endeavors while retaining their individual control and autonomy.

The alliance will allow The Mariners' Museum to reach a larger audience by displaying its collections in the South Street Seaport Museum's high-profile, high-visibility location in lower Manhattan. The Seaport Museum will be able to draw from The Mariners' Museum's rich collections as it constructs its new signature exhibition building at the turn of the century. The educational programs of the two institutions will reach a wider audience of all ages, including what will be one of the largest Elderhostel programs in the nation.

The first fruits of the alliance will involve The Mariners' Museum receiving South Street's *Under the Black Flag: Life Among the Pirates* exhibition and shipping its exhibition of 40 great steamship paintings by the Bard brothers to South Street. The institutions also have embarked on their first major collaborative exhibition, *Trans-Atlantic Slavery, Against Human Dignity*, slated for a national tour in 1999.

Discussions are also underway for the first exhibition in New York of some of The Mariners' Museum's great treasures, including the unparalleled Crabtree Collection of Miniature Ships; objects recovered from the underwater wreckage of the USS *Monitor*; rare maps and navigational instruments from around the world; and memorabilia of Admiral Horatio Nelson and the Royal Navy. Two of South Street's historic schooners are expected to make appearances in Hampton Roads as a result of the alliance.

John B. Hightower, President and CEO of The Mariners' Museum, said: "Together, our two museums can more effectively fulfill our missions of raising awareness of the national and global importance of maritime affairs. Through our combined



THE MARINERS' MUSEUM

National Maritime Museum Initiative Formed

programs of exhibitions, publications, and educational offerings, we can reach a larger national audience to tell of the sea's vital role in the ongoing history of the nation as well as the world's great port city."

Peter Neill, President of the South Street Seaport Museum, said: "The assets and programs of the two museums will constitute a cultural alliance of international significance. The Mariners' Museum has the nation's largest collection of international maritime art and artifacts; the Seaport Museum has the largest privately maintained fleet of historic ships in the world. The combined collections of ships, fine art, artifacts, ship models, photographs, archives, libraries, and archaeological materials will be the largest and most compelling of such holdings in North America."

Peter A. Aron and Brenton S. Halsey, Chairmen of the Boards of South Street Seaport Museum and The Mariners' Museum respectively, said in a joint statement: "The Boards of our two institutions feel that the formation of this alliance provides a unique opportunity to further our mutual goals of preservation and education related to the nation's maritime heritage."

The two museums are presently undertaking major physical and program expansions. These improvements will reflect the advantages and depth of the new relationship designed to serve a national audience.

At The Mariners' Museum these include: The Sea Power Initiative, which includes a new permanent exhibition that will trace the history of the U.S. Navy and its

relevance to national commerce and defense; The American Maritime Forum, a series of symposia to raise awareness and understanding of domestic and global issues affecting the maritime affairs of the United States; and the USS *Monitor* Maritime Conservation Center, a state-of-the-art center for the conservation of objects removed from the wreck of the historic Civil War ironclad.

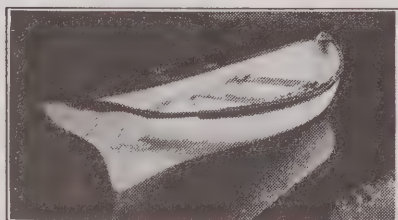
Expansion plans at the South Street Seaport Museum include: The South Street Seaport Center for International Maritime Heritage, a permanent exhibition drawn from the joint collections and housed in a new facility with two 5,000-square-foot galleries, an auditorium and a program space; and World Port New York, a 30,000-square-foot permanent exhibit on the social history of the Port of New York and its contribution to the culture and commerce of the city, state, and nation.

The Mariners' Museum, one of the largest and most comprehensive maritime museums in the world, is dedicated to preserving and interpreting the culture of the sea. Founded in 1930, the Museum has assembled a renowned and strikingly diverse collection of more than 35,000 international maritime artifacts, including figureheads, scrimshaw, hand-crafted ship models, small craft, decorative arts, prints, and paintings. Its 13 permanent and changing galleries illustrate the spirit of seafaring adventure around the world. The Museum is complemented by a 75,000-volume Research Library and Archives, considered to be one of the most extensive maritime research libraries in North America.

The South Street Seaport Museum was founded in 1967 to preserve and interpret the history of New York as a world port, highlighting both the South Street Seaport area and the tremendous contribution of maritime enterprise to the economic, social, and cultural heritage of the city, state, and nation. It is part of the South Street Seaport Historic District, the third largest tourist attraction in the City of New York, visited by more than 12 million people annually.

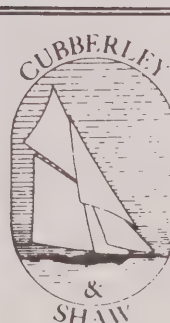
The Mariner's Museum, 100 Museum Dr., Newport News, VA 23606-3759, (804) 596-2222.

The most elegant way to see and
be seen on the waterfront.



BOATWORKS LTD.

284 Bunganuc Rd. • Brunswick, ME 04011
207-729-4980



Send for your **FREE** Copy:
Cubberley & Shaw
Maritime Museum News
PO Box 607AB
Groton MA 01450-0607

North Carolina Maritime Museum Small Craft News

By Paul Fontenoy, Curator of Maritime Research



Students in the pilot Apprentice Program conducted at the museum's Watercraft Center are, left to right: Brian Thompson, Matt Sinsel, Shawn Toms, and Instructor Roger Allen. (Photo by Diane Hardy)

The museum's collection of watercraft has benefited from several important additions in recent months. Two individuals donated separate spritsail skiffs built by Julian Guthrie of Harkers Island. The deadrise spritsail skiff, which appears on the museum's logo, was originally a working watercraft, but after the introduction of cheap, reliable motors, the type continued to be built for recreational use. It represents a virtually unique development, because it is a vernacular type that evolved into a recreational vessel for the working watermen themselves rather than being adopted by the pleasure boating community.

Watercraft Center volunteers have documented both boats and are restoring them for use in an exciting program being planned for this summer, reviving the skiff regattas, which were a regular local feature until well into the 1960's. Private owners will be invited to join in sailing and racing these fascinating vessels.

Three other important boats have been placed in the museum's permanent watercraft collection. One, a surf boat, may well be the last surviving example of a North Carolina pilot boat, a type that was used in the late 19th century to take pilots out to vessels entering Beaufort Harbor and for shore whaling off Shackleford Banks. This surf boat is being stabilized and documented, and tentative plans are to construct a replica.

Two examples of boats from the Commodore Boat Company of New Bern, a 1954 17-ft. runabout and a 1967 22-ft. fisherman, will be restored for display in a permanent exhibit planned for the Town Creek site. This exhibit will be devoted to telling the story of North Carolina's prominent role in the growth of the recreational power boat industry in the post-World War II years, which is one of the

most important developments in this nation's maritime history during the past 50 years.

The Apprentice Program

There is still a very active wooden boat building industry in North Carolina, centered on Harkers and Roanoke Islands. These builders produce beautiful and expensive custom sports fishing boats for discerning customers from all over the world. Unfortunately, few young people are entering this important industry's workforce with the skills the yards need, while older workers are rapidly fading from the scene.

In response to this need, the museum has set up an apprentice program in conjunction with Carteret County Schools, the NC Department of Labor, and several local commercial boatbuilding yards. The pilot program began during the spring 1997 semester, in which high school students spent two afternoons each week working in local yards and two afternoons in hands-on classroom study in the museum's Watercraft Center. Building on experience from this pilot effort, plans are to introduce a two-year course of study for high school juniors and seniors that will transfer into the existing college level program offered by the Cape Fear Community College at Wilmington.



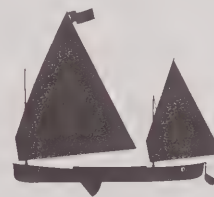
**ON DISPLAY
INDOORS
LOTS OF
PRE-OWNED
SAILBOATS**

COMPAC 16'-19'-23'
PRECISION 15'-16.5'-18'-21'-23'
SUNFISH - ZUMA - POINT JUDE

FERNALD'S MARINE

On the River Parker
Rt. 1A, Newbury, MA 01951
(508) 465-0312

**DOUGLAS FOWLER
SAILMAKER**



Highest Quality Small Craft Sails
Since 1977

Gaff, Sprit, Lateen and other
Traditional Sails a Specialty

Full Seam Curves

White, Colors or Egyptian
Dacron in Stock

Sails that will fit perfectly
Sunfish® \$175

1182 East Shore Drive
Ithaca, NY 14850
(607) 277-0041

Sunfish is a registered trademark of Sunfish Laser, Inc.

PADDLES & OARS



Maine Craftsmanship at its
finest. Surprisingly affordable.
Most shipped UPS. Write for
free catalog.

SHAW & TENNEY
Box 213MB
ORONO, ME 04473
(207) 866-4867

I am glad the Pintle Sisters made clear in their most recent submission that this new bug they have identified is not the polystermite of historical fame. One that eats the glass fiber instead of the resin sounds much more dangerous, as a boat could soon be a good imitation of a leaky pincushion, and even more dangerous if the glass fibers were laid up to extend from inside to outside. However, I have asked several boatbuilders with at least a week's experience and they have assured me that there are several solutions:

a) Use unidirectional glass cloth and lay it lengthwise so the fibers do not go from exterior to interior.

b) Use random mat and stir it into the resin with a circular motion; these parasites are easily made dizzy and will go elsewhere looking for a free meal.

c) For maximum structural integrity, use chopped mat and a chopper gun to lay up hulls for serious cruising. . . say, outside the harbour.

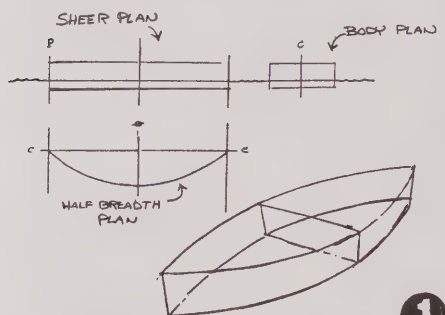
d) Build a wooden boat instead.

Three Sisters Drawings

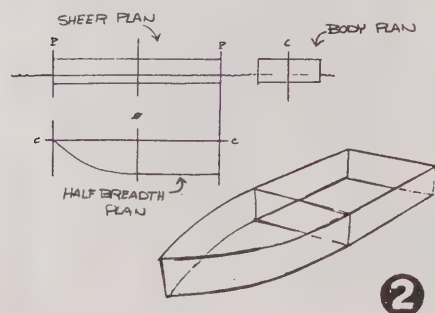
By Lee Hartman

Editor's Comment: In the July 15th issue I left out the drawings relating to part of Lee Hartman's story about his paddle wheeler *Three Sisters*. In the remarks relevant to these drawings, Lee mentioned that he had designed *Three Sisters* relying simply on his own "eye for a boat".

Herewith the four drawings and related text for those interested in Lee's approach to design.



Hull #1: Anybody can design a simple boat like this one and draw the three views of it that describe a three dimensional object on a two dimensional sheet of paper.



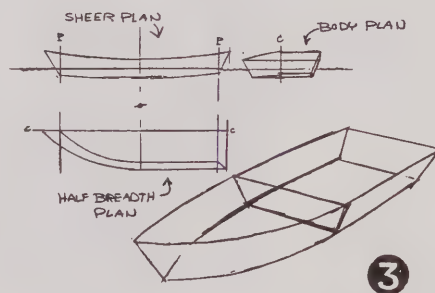
Hull #2: Here is the same plan but I have widened the stern. The stern cannot be seen in the body plan because it is identical to the dead flat.

Those Pintle Sisters... They Got It Nearly Right

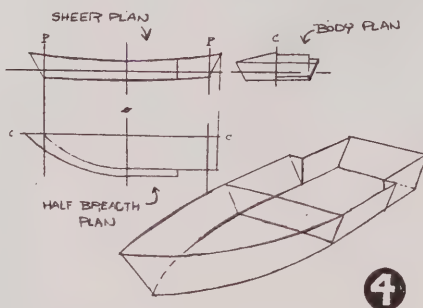
In my last communication I suggested that ferro-cement might be used as a sheathing. The ladies said that all the ferro-cement hulls had been used for bomb tests, with inconclusive results. Not accurate, I am afraid. In a previous issue we saw a pink schooner (how could we tell colour with a black & white photo?) by an old friend, Tom Col'Vin (in fractured French, it means cool wine, a good reason to like his work). I think that we shall see more hulls of what a Western Farmer used to call Fairy Seement for some time to come, at least until falling metal stocks drive up the price of wire for tying. But some do not like cement boats; they feel reminded of lawn ornaments, like small jockeys and fishing boys.

As to the interbreeding of polystermites with ferro-cementermite, I am told not to worry. A secret government lab did these experiments (anything to use up a grant and not leave loose money left over). The result was a hybrid, rather like a Missouri mule, ugly, and not able to reproduce. They can do hard work, though, but seem to have an appetite mainly for zinc anodes.

I feel badly about having to correct



Hull #3: Here we have, by flaring the sides and raking the stem forward and the stern aft, created a hull that looks much better than the other two. Many believe that this is the only advantage to this feature.



Hull #4: To change Hull #3 into Hull #4 all we have done is create a notch aft on each side to accommodate the paddle wheels. Hull #4 is basically that of *Three Sisters*. A sponson deck hung over the water at the bow and along the sides as far as the notches, which were filled with the paddle wheels and covered by semicircular boxes that extended past the stern.

the Pintle Sisters about Aspie Ratio, but it has no relationship to pit vipers (except in California, where realities can sometimes be a bit altered). A good friend, the chef from the *Love Boat* assures me it relates to the amounts of gelatin and tomato in a sauce for meat. I think the Pintle Sisters have been so busy keeping their sewing school students in stitches, they forgot their cooking basics.

I visited Wyoming last week and the Wyoming Militia for Boating Safety is doing well, but has been taken off plastic anchor monitoring to concentrate on more pressing issues, notably the breeding and nurturing of miniature horses to supply the need for compact power units on treadmill-driven paddle wheelers on the Sacramento River.

The Birch John Society has suffered drastic loss of membership; it seems that a budding yacht designer named Herreshoff has convinced many, if not most sailors, that cedar is the proper material for seagoing heads, being lighter and therefore providing a better rating under the E.I.E.I.O. rule now being fostered. I don't think this one is the brainstorm of Bolger, but one never knows.

Satin sheets for sails? I can think of many things they are better used for than sails. Where have these Pintle Sisters been?

The idea of a houseboat on the Mojave Desert is fascinating. I do hope the girls have taken advantage of ancient wisdom and built their boats as catamarans. Pointed into the wind, they let sand blow between the hulls instead of piling up against the windward side to form a dry breaker. I also hear that the two hulls divide the accommodation in such a way that all the snorers can be sent to bed to port, downwind from the quiet ones when on the starboard tack.

But the biggest mistake the girls made was to call moi Jack Tar. Mon Dieu! Dis is awful! De name is Jacques Tarre. I know my name, moi; is good nom francais. After de batailles we fight wit' de English, dey name moi after an English sailor! I no more get fren' in local school to translate moi into English, non! All de Francaise here in seaside Arizona get mad!

To make it worse, moi, I am name' after my grandfather from Scotland, Jock MacTarrge. And the Scots hae nae mair attrraction for England than the French. We fought them at Culloden, at Bannockburn, and would wi'oot doot be at warr still, had we nae quietly sent our King James VI to take o'er the British throne after Queen Elizabeth I retired (or expired). Dinnae ye make the mistake again, lassies, ere I serenade ye late at night wi' moi full set of bagpipes. Course, if ye leave moi name alone, maybe I send you my latest delicacy at my restaurant, Chez Scotch: a sliced haggis sandwich on French bread, wi' a dram o' Scotch mist on the side.

But for one t'ing I respec' dese Pintle Sisters. Dey must dislike the Angleesh more den moi. To call a British humorist an oxymoron is tres brave. Even I do not call such a man a stupid castrated bull that pulls loads. Lassies, ye be mair warlike than I; wear your kilts wi' pride.

Bolger on Design

Rig 30:

Gaff With Boomless Jib

(From *100 Small Boat Rigs* by Phil Bolger. Available from H.H. Payson & Co., Pleasant Beach Rd., S. Thomaston, ME 04858.)

This is an imitation of a racing rig of the 1900's. An American boat would have been almost certain to have a club on the foot of the jib. Her jib would have been shorter on the foot and have even less overlap. The cartoon looks more like a British boat.

Don't condescend to this rig if you haven't seen one sail. It drove some fast and weatherly boats. They gave the lie to the myth that gaffs sag. They wouldn't point with a 1980 racer, partly because the sail-makers weren't as knowledgeable but mostly because this rigging geometry doesn't control the spars as well. They could foot spectacularly because the proportions allow a lot of area to be carried low, where it drives the boat without heeling her as much as taller sails.

The flip side of the myth is that a gaff rig is stronger and more seaworthy than the marconi. Flimsy racing machines were just as possible then as now. The dayracers were worse then than they are now because they didn't have the offshore experience behind them. They broke down right and left every time they tried to race in heavy weather. It's true, though, that they usually didn't disintegrate all at once from the deck up as today's boats do. Except in the most extreme ones, the onset of trouble was somewhat gradual. A spreader would collapse or a backstay fitting would pull out, the rest of the rigging would slack up, the mast would whip, but tension and compression were of a lower order than we're used to. If the boat was properly eased and sail was taken off her, the collapse could often be arrested; sometimes it was even repaired or jury rigged to get the boat home.

A jib like this one will usually want to be sheeted inside the shrouds. The overlap has to be limited to what will allow the leech to clear the upper end of the lower shrouds close hauled. The leech isn't where it's drawn, flat, on the sail plan. The curve of the sail takes it a little farther forward. The sheet blocks are placed on the 10 degree line from the stemhead fitting, keeping in mind that the sail isn't along the 10 degree line. It comes around in a sweep. A horizontal section through the jib and jibsheet would end up in a straight line, the sheet parallel with the centerline of the boat. If the line of the sheet runs inboard to the block, the sail will backwind the mainsail, besides tending to pull the boat to leeward. If it trends outboard it isn't developing all the power it might.

In the 1900's, as now, they measured the foretriangle for rating, but their jibs were always smaller than the foretriangle because they hadn't learned how to sheet outside the shrouds. To sheet around the shrouds, the spread at the chainplates has to be narrow relative to the base of the foretriangle so the jib can be flattened for windward work. This has to be done by reducing the angle of the shrouds to the mast, or by multiplying the number of spreaders. Either way puts a premium on rigidity and exaggerates the



consequences of stretch. At the time this kind of rig was used in racers, they were still splicing the shrouds in loops around the mast. There is no way to do that without leaving some give. Wide shroud angles minimize the effect of the give.

By bringing the lower shrouds lower down on the mast and using two or more sets of spreaders, it's possible to have a large shroud angle with a narrow base spread. However, this loads the lower shrouds heavily and there's still the problem with stretch. That arrangement also calls for using track and slides on the luff of the mainsail to get by the lower shroud attachments. Years ago they knew about track but considered it un-

reliable compared with hoops. Hoops are also better aerodynamically than track because they let the sail align itself with the mast.

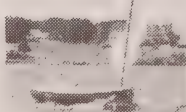
With jibs smaller than the measured angle of the foretriangle, boats were allowed more total sail if they took it in the mainsail. Several racers were tried as cats as a rule cheating device but they did not win. The effectiveness of the jib in its own right and for its effect on the drive of the mainsail more than compensated for the small loss of sail area. The fact that the cats weren't allowed to use spinnakers may also have had something to do with their failure.

FIBERGLASS REPLICA CLASSIC SAILBOATS

RAINBOW

12' Cape Cod Catboat

LOA - 12'4"
Beam - 6'2"
SA - 100sf
Displ. 440lbs



Construction

Fiberglass Hull & Deck
Varnished Oak Trim
Bronze Hardware
Wooden Spars

NEW!

Compass

CLASSIC CAT

14' Classic Half-Decked Catboat
Dealer Inquiries Invited

COMPASS CLASSIC YACHTS, INC.

Box 143, S. Orleans, MA 02662 * (508) 255-5187, (508) 240-1032
(Shop @ 80 Rayber Rd., Orleans, MA)

BAYBIRD

18' Gaff Sloop

LOA 18'0"
Beam - 5'6"
SA - 145sf
LWL - 16'
Draft 0'8"



Sailing Flagpole

By Dave Carnell

When bottom paint alone no longer kept the worms out of my Bolger Otter II prototype *Nutmeg* and she sank at the mooring, I salvaged the mainmast, added a yardarm, and mounted it out at the end of my pier. I had the idea that it should rotate to stay headed into the wind, so I cut a 2' length of 4" stainless steel pipe in two using an old fine tooth plywood blade in my table saw. I welded the two pieces to a piece of channel and bolted the assembly to one of the pilings of the pier.

This could have rotated except that there was nothing providing a turning moment. I did not get around to doing anything until after Hurricane Fran demolished my pier and deposited flagpole and mount on a neighbor's lawn. I retrieved them and after my pier was rebuilt I remounted the flagpole out at the end of the new pier.

This time I decided I would have a flagpole that stayed headed into the wind. I measured the torque required to turn the pole with its Teflon sleeve bearing at the top of the pipe mount and the Teflon-nylon thrust bearing on the deck under the butt. It was about 2ft-lbs. Guided by the draft manuscript of Jim Michalak's book on small boat design I calculated a "sail area" to get that torque.

I cut a piece of 1/2" plywood in the shape of a high-peaked gaff sail and mounted it securely to the mast. Actually, the first mounting was underengineered and carried away shortly after it demonstrated the principle. The redesigned bulletproof mounting keeps the flagpole headed into the wind in all but the lightest breezes.



Tools & Techniques

Your Ideas...

Direct Reading Weathervane

By Dave Carnell

My weathervane sat about 200' from the house at the end of my pier. At that location it was not always easy to decide what direction the wind was coming from. I came up with a direct reading weathervane that bears the same relation to the common weathervane as the mariner's compass does to the landsman's compass.

A central disk about 12" in diameter is cut out with eight spokes on which 3" high letter designations of the eight principal points of the compass are mounted. I mounted this assembly with a central tube that pivots on a vertical rod. The edge of my pier points NE and I mounted the vane so that when it was pointing NE the "NE" was pointing right at the house in line with the edge of the pier serving as sort of lubber line.

Most likely mine is not the only direct reading weathervane, but the only other I have seen is a similar device on the city hall tower in Hamilton, Bermuda, where a full rigged ship model turns in the wind and is connected by shafting and gears to a vertical wind direction dial.

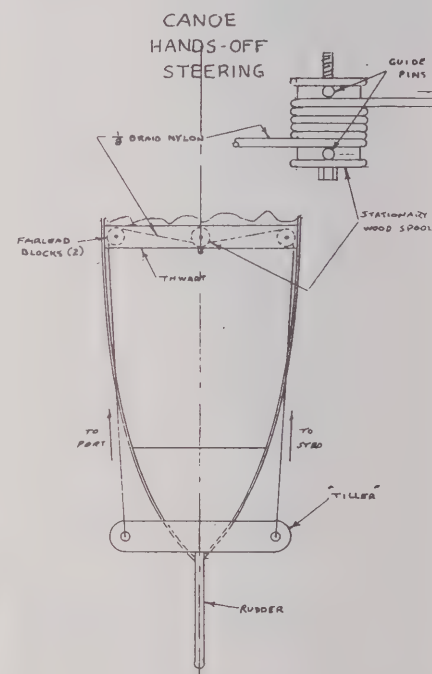


Easy Steering Sailing Canoe

By Don Cleveland

Years ago Larry Zuk got me interested in canoe sailing in conjunction with ACA activities. With his help I rigged a 17' aluminum canoe to conform to ACA racing requirements in all respects. Even without racing, I found that when sailing the same effort needed to handle the sheet and maintain the trim required all my attention so that if I had only to occasionally adjust the rudder it was a big help. Therefore, I rigged up this passive arrangement to accomplish this.

The sketch shows this rig I substituted for steering by means of a paddle. It worked very well and relieved me to handle the sheet, the trim, and to watch where I was heading. It is not obvious that one pushes the respective lines as shown by the arrows, thereby in effect pulling on the line on the opposite side to reset the rudder to the desired heading.



Dressing for Messing About in the Sun

By Sam Overman

If you exercise regularly in the sun, as I do rowing a shell, you ought to protect yourself from the sun's harmful rays. The strong ultraviolet rays not only cause painful sunburn, but also age your skin prematurely, promote skin cancer and cause cataracts in the eyes. The infrared rays cause exposed skin to heat up, which can sap your strength and stamina, especially when the air temperature and humidity are high. Even the highest rated sun block lotions are not effective against the long term harm from the sun, and none of them shield against the infrared rays. Greasy creams and lotions are costly, can irritate your skin and they are not compatible with exercise like rowing, where you must maintain your grip on the oars. Clothing yourself from head to toe will provide an almost 100% shield from all the sun's rays, will not interfere with your physical activities and will actually allow you to be cooler than you would be with bare limbs

and torso. The trick is to find the right clothes.

I can launch my shell from my back yard only during a few hours each day as permitted by the tides. During the summer I often find myself rowing under a high sun when the humidity and temperature are both in the nineties. I was determined to find a way to enjoy the rowing without suffering the discomfort and unhealthy effects of direct sunlight. I tried wearing lightweight long sleeved shirts that I already owned, but had mixed results. The sun was blocked, but common cotton and blended fabrics collect perspiration, become heavy and cling to the skin, which can limit freedom of movement.

I turned mostly to clothing that is made for serious bicyclists, who often exercise heavily for hours in the hot sun many days in a row. I obtained these items, marked with a (P) by mail order from Performance Bicycle Shop, One Performance Way, Chapel Hill, NC 27514, or phone (800) 727-2453 for catalog and locations of retail outlets. There may be other sources just as good, but do not presume that clothing sold in small bicycle shops will suit this purpose. Most shops have more clothing than bicycles, but most of the clothing is intended to appeal to youngsters who want the latest in fashion and who merely hang out on their bikes. You will find a very small selection of clothing for the serious cyclist, but a few of the items I list below can be found in neighborhood bike shops.

Working from the top: Hats: I have a closet full of hats of various designs that I bought in oceanside shops, but none filled the bill until I stumbled upon The Ultimate Hat. Write to The Ultimate Hat, 8310 N. Sauiray St., Tampa, FL 33606, or phone (813) 931-4287. It isn't cheap, but it is sturdily made of canvas, has ventilated crown, a stowable chin strap and a back flap that can be shaped to shade the ears and back of the neck. The extra-long bill is dark green on its bottom surface and has a plastic stiffener that keeps it in shape after washing. Choose a size larger than your usual hat size if, like me, you wear a sweatband. Canvas shrinks after you wash it, but you can maintain the hat size by placing it on a form while it dries. I took the hat to department stores and found a cheap round plastic trash basket with tapered sides whose bottom would just fit inside the headband. The wet hat is gently slipped over the bottom of the basket and allowed to dry. The hat should not be forced onto a form or the seams can be ripped. It is not necessary to stretch the hat, but merely to prevent it from shrinking as it dries.

Sunglasses: Ordinary sunglasses fog with perspiration and they tend to slide down my nose as I row. I found an eyeshield (P), available in several tints, that attaches to a supplied absorbent elastic headband with two snaps. This works well for me. I store the shield in the foot part of a lint-free sock in my rowing fanny pack. The shield has a removable trim rim and care must be taken to not let the trim go adrift.

Shirt: It must be long sleeved and it must be Coolmax fabric (P). This fabric absorbs perspiration, wicks it to the surface and allows it to evaporate quickly. It will actually make you feel cool on a hot day. Get the lightest weight fabric made for summer wear (different weights are offered for sale during appropriate seasons of the year) and choose a light color for reflecting the sunlight and for mak-

ing you visible on the water. If you intend to row in this shirt, buy a size larger than your usual shirt size so that you will have ample freedom of shoulder and arm movement. A handy feature is a plastic zipper at the neck, and the zipper will be attached in such a way that it does not contact the skin. All bicycling shirts come with storage pockets on their backs, but I prefer to use a fanny pack for small items instead.

Gloves: I row in gloves year round to minimize blistering to my hands. They keep the sun off the backs of my hands and provide some warmth in winter. I have tried many types, some of them expensive athletic gloves, but have settled on lightweight jersey work gloves that can be bought almost anywhere for less than two dollars per pair. I have never seen them in any color but black, and the same glove is usually offered covered with rubber gripper dots. Choose the plain ones, because they provide an excellent grasp of a rubber oar grip, and the rubber dots actually promote blistering. These cheap gloves are not colorfast, so they should never be washed with any other clothes. They do not dry overnight, so I alternate between two pairs of gloves.

Gauntlets: Vigorous rowing will cause the shirt sleeves to ride up a few inches, which I find annoying. I slip a gauntlet over the cuff of each glove and the shirt sleeve end to prevent rideup. Each gauntlet consists of the top portion of a man's synthetic calf-length sock, hemmed to prevent unraveling.

Pants, from the inside out: First, a generous dash of talcum powder right where it will do the most good. For male rowers I recommend against the traditional athletic supporter or elasticized briefs. Instead, use a Coolmax

seamless undershort (P) and over that a pair of spandex or equivalent bicycling shorts (P) that has no seams in the seat. Most any will do, but be sure to get ones with the heavy felt pad in the seat area. This pad wicks away perspiration and also adds comfort, though it cannot replace the relief of a sorbothane seat pad for sliding-seat rowers. On the outside, add a pair of lightweight long-legged stretchy tights (P). These tend to be offered mostly in dark colors, which is not beneficial in the hot sun, but I find that teal works well enough. In addition to elastic in the waist, look for a drawstring. I do not need the foot yokes that keep the legs down at the ankle.

Socks: I row in low top athletic shoes that have well ventilated uppers. I also wear low top Coolmax (P) socks.

Washing up: I row almost daily, and I have only one set of these rowing clothes, so I wash them right after I take them off. It is not worth running the automatic clothes washer for this small bundle, so I wash them with mild liquid laundry detergent in a rectangular plastic bucket in the bottom of the bathtub before I take my shower. These clothes, including the hat, will dry quickly indoors and without dripping if they are given a high-speed spin-dry in the automatic washer before hanging them up.

There is no need to collect these clothes unless you have the nerve to be seen in them in public. If you appear rowing in the sun in this garb, people will probably understand the wisdom of your outfit, even if they choose not to emulate it. If you can carry off this "look," you will be cooler, have more energy and stamina when exercising in the hot sun and you will also protect yourself completely from its harmful rays.

America's Favorite Chandlery



THE WOODEN BOAT SHOP

Plans & Kits ~ Boatbuilding
Workshops ~ Fine Hand Tools
Boaters' Bookstore ~ Lumber &
Marine Plywood ~ Copper, Bronze
Fastenings ~ Paints, Varnishes,
Resins ~ Canvas, Mast Hoops, Deck
Hardware ~ Everything You Want From
a Chandlery, Shipped Daily

~ FREE CATALOG ~

1007 Northeast Boat Street, Seattle, WA 98105

Toll-free 1-800-933-3600; 206-634-3600

E-mail wbs@halcyon.com

Pert Lowell, Co., Inc.

Custom Small Boats



Builders of the famous Town Class sloop in wood or fiberglass as well as other custom traditional wooden boats since 1934.

Mast Hoops

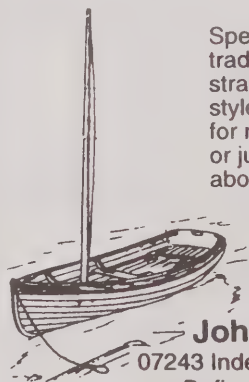
Mast Hoop Fasteners - Sail
Hanks - Parrel Beads - Wood
Cleats - Wood Shell Blocks
Deadeyes - Bullseyes
Custom Bronze Hardware

Pert Lowell Co., Inc.

Lanes End, Newbury, MA 01950
(508) 462-7409

Independence Boatworks

Builders of Small Wooden Boats



Specializing in
traditional lap-
strake or clinker
style hulls
for rowing, sailing
or just puttering
about.

John Bresnan

07243 Independence Rd.
Defiance, OH 43512
(419) 782-2876

CLUBHOUSE BOATWORKS

217 S. River Clubhouse Rd.
Harwood, MD 20776
(410) 798-5356



BEAUTIFUL CUSTOM WOOD

skiffs, prams, lapstrakes and rowing
boats. Dinghy repair and restoration,
inlays, line splicing, varnishing, wood-
working and model building.

Builders & Restorers

Reproduction of Charles Lawton 10' Yacht Tender

Cedar on Oak

Designed by Charles Lawton of Marble-
head, MA, ca 1890. Built: C. Stickney,
Boatbuilders Ltd. 1997



C. Stickney Boatbuilders Ltd.

P.O. Box 1146, St. George, ME 04857
(207) 372-8543

email: stickney@midcoast.com

Wooden Boat Construction & Repair

(607) 547-2658

Tom Krieg's Boat Shop

(At 6 Mile Point on West Lake Rd.)
P.O. Box 1007
COOPERSTOWN, NY 13326

Woodenboat Restoration & Rigging

O'CONNELL'S WOODEN BOATS



*Dedicated to the Creation
and Preservation of
Vintage Wooden Watercraft,
on the eastern shore of the
Chesapeake Bay.*

Marc Barto • 12319 Coopers Lane
P.O. Box 611 • Chestertown, MD 21620
(410) 778-3213 FAX (410) 778-8138

SUTHERLAND BOAT & COACH

4th Generation Boat Builder
Builds & Restores

Wooden Sail/Row Boats
Motor Launches & "Woodie" Wagons



416-1/2 W. Lake Rd.
Hammondsport, NY 14840-9603
(607) 868-3993

CUSTOM BOATBUILDING & RESTORATION



Small Craft • Power & Sail • Wood & Glass

860-350-5170

143 West St. New Milford, CT 06776

AREY'S POND

Cape Cod's
Sailing Headquarters &
Wooden Boat Center
Established 1945



• **AREY'S POND CATBOATS** •
The Arey's Pond 12', 14' & 16' Catboats

Traditional New England catboats de-
signed for comfort & stability; suitable for
family or single-handed day sailing.
Arey's Pond Cats are built to the highest
standards with fiberglass hull, bronze
hardware, Sitka spruce spars & teak rails,
coaming, centerboard box, floorboards &
seats. APBY has specialized in custom
built catboats since 1972

Arno Day Skiffs

P.O. Box 222, 43 Arey's Lane, off Rt. 28
South Orleans, MA 02662
(508) 255-0994

ROBB WHITE & SONS
since 1961

Designers and builders of extra light lapstrake solid wood boats like a 12 by 3 foot light peapod at 25 pounds. Also small hollow octagonal masts like 12"x2", tapered in both diameter and wall thickness at less than 3 pounds.

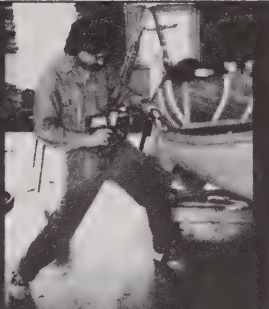
P.O. Box 561
Thomasville, Ga. 31799

912 226 2524

**ADIRONDACK
GUIDE BOAT**



Steve Kauback, Master Boatbuilder, offering wooden guideboats (13-19 feet), Kevlar or fiberglass guideboats (15 feet), Ultra-light pack boats, (10-12 feet), Oars, paddles, seats and hardware. Workshops and restorations. Wood boat kits and supplies. Call or write for information on prices, show and class schedule. Shop visits welcome, call ahead.



P.O. Box 144
Charlotte, Vermont
05445
(802) 425-3926

**CUSTOM
BOATS & YACHTS**

Since 1970

Wood/Epoxy Construction to 55'
Damian McLaughlin Jr. Corp.

North Falmouth, MA 02556
(508) 563-3075

**ROBERT STEVENS
BOATBUILDERS, INC.**

Wooden Boat Building
Repair and Restoration



Small Point Harbor, HC 32 Box 301, Phippsburg, ME 04562 • (207) 389-1794



Maintenance
Repair

(508) 255-8226

Restoration
Custom Building

P.O. Box 724 • Eastham, MA • 02642

Beetle Cat Restoration & Replication A Specialty



**TRADITIONAL WOODEN
BOATBUILDING
REPAIRS & RESTORATIONS**

ROB BARKER

615 Moyers Ln., Easton, PA 18042
Phone/Fax (610) 253-9210

PARKER RIVER BOAT WORKS



21 Newman Rd, Newbury, MA 01951
NEW CONSTRUCTION and REPAIRS

Douglas Scott

508-465-4095



We build traditional rowing,
sailing or power skiffs and
dories, wooden kayaks and
other designs as per customer
demand.

WOODEN POND MODEL KITS



SKIPIACK
\$31.95

COASTER
\$36.95

DRAKETAILED
\$26.95

MODELS THAT REALLY SAIL

RUBBER BAND & SAIL POWERED KITS

PRE-SHAPED & DRILLED PARTS
BRASS, COPPER & STAINLESS HARDWARE

GREAT FUN IN POOL POND OR SEA • ORDER YOURS TODAY

\$4⁰⁰ S&H Each, MD. Residents add 5% tax
Other Kits & Plans Available, Catalog \$1.00

SEAWORTHY SMALL SHIPS

Dept. M, P.O. Box 2863

Prince Frederick, MD 20678, USA

Visit our Home Page at: <http://lazinet.com/seaw.html>

Capt. Pete Culler's Plans

George B. Kelley

20 Lookout Ln., Hyannis, MA 02601

Tel. (508) 775-2679

One hundred and one traditional designs from a 9' pram to a 125' Tern schooner. Send \$1 for Price List.



It's Not Just Art, It's a Craft!

Unique Wood-Strip,
Performance, Sea Kayaks

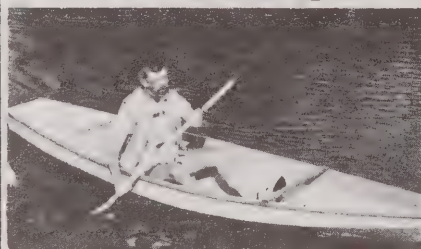
Kits, Plans & Finished Boats

Send \$2 for a catalog to:

Nick Schade
Guillemot Kayaks
Apt. M, 10 Ash Swamp Rd.
Glastonbury, Ct. 06033
ph: 860-659-8847

<http://www.guillemot-kayaks.com/>

TOTO



13'x30" DOUBLE PADDLE CANOE

TAPED SEAM PLYWOOD

NO JIGS - NO LOFTING

\$15 PLANS

\$1 INFO ON 18 BOATS

JIM MICHALAK

118. E. Randall, Lebanon, IL 62254

Plans & Kits



Designs by Platt Monfort

STUDY PLANS BOOK \$5.95

Large Scale Lines Drawings

INSTRUCTIONAL VIDEO \$19.95

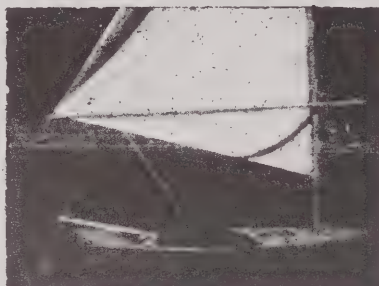
70 Minutes Of Latest Techniques

Monfort Associates

50 Haskell Rd MA, Westport, ME 04578

(207) 882-5504

WEE PUNKIN



"Wee Punkin" has traditional good looks, is fun to build from inexpensive materials, and her performance will delight you. Innovative foam core deck and ample flotation make her extra safe and comfortable. She is ideal for children if they can get her away from dad. Truly a breakthrough in small boat design. Hit of the Port Townsend Wooden Boat Festival. No lofting. Plans with full size station patterns and detailed instructions \$36. SASE for more info.

GRAND MESA BOATWORKS

Rt. 1 Box 75, Collbran, CO 81624

OYSTERCATCHER

15'6" Flatiron Skiff

for daysailing &

camping. Plans for

home building:

Easy construction

from sheet ply

without jigs or lofting. Roomy & versatile, with various possibilities for sailing rigs. Free study plans.

CONRAD NATZIO, The Old School,

Brundish Rd., Raveningham

Norwich NR14 6QB, United Kingdom

Phone +44 1508 548675



WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings, offsets, etc. that you can use. Send \$2 for catalog listing

WESTON FARMER ASSOCIATES

18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360



SWIFTY 12



A lightweight, sturdy wooden beauty anyone can build from our pre-assembled kit. Price,

including sail, \$975. Catalog of 13 kit designs handcrafted in Vermont, \$5. Two-hour demonstration video, \$23.

SHELL BOATS

RD 2, Box 289C • St. Albans, VT 05478

(802) 524-9645

YOUR DESTINY IS

KISMET

MULTIHULL DEZINES

SUPERIOR PERFORMANCE,
COMFORT AND APPEARANCE.

EASY TO FOLLOW PLANS FOR
PROFESSIONAL OR FIRST TIME
BUILDERS

CATAMARANS -- 24 - 47 FEET

TRI-MARANS -- 24 - 43 FEET

KAYAKS - - 16 - 18 FEET

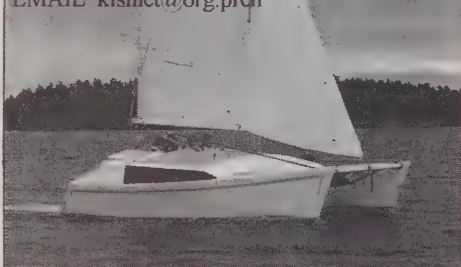
BILL KRISTOFFERSON

P.O. BOX 161, GILLIES BAY, B.C.

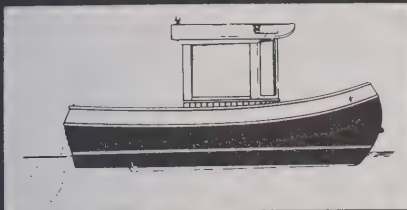
CANADA V0N 1W0

PHONE /FAX 1-604-486-7434

EMAIL kismet@org.pron



Book of Boat Designs



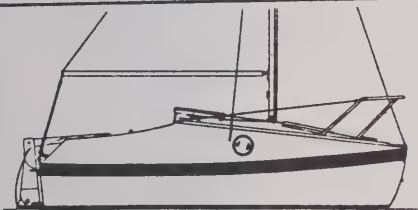
GLEN GLEN-L marine designs
Plans, Patterns, and Kits for the home boatbuilder

GLEN-L marine designs

Box 1804/AM7, 9152 Rosecrans, Bellflower, CA 90707-1804
PH. 562/630 6258 FAX 562/630 6280

OVER 240 DIFFERENT BOAT DESIGNS-ALL WITH FULL SIZE PATTERNS AND INSTRUCTIONS. If you want it we probably have it. Whether the latest in stitch-n-glue or traditional plywood, aluminum, or steel construction, we make it easy by consistently offering the most complete plans. More people have bought their boat plans from GLEN-L than any other source. What else would you expect from a company that has been helping amateur builders since 1953. SEND \$5 TODAY for our illustrated 176 page BOOK OF DESIGNS and see why four generations of boat builders have used GLEN-L plans and patterns.

e-mail: BOATKIT@aol.com



NO FRILLS 15

THE PERFECT DOWN-SIZED TRAILERABLE CRUISING BOAT. EASY TO BUILD IN THE MODERN TACK & TAPE METHOD. SLEEPS TWO, SAILS FOUR.

INFO SHEET \$2 PLANS, \$55 PPD.

NO FRILLS DESIGN LTD.

1346 SYCAMORE ST.
STOCKBRIDGE, GA 30281-4502



SWAMP YANKEE BOATS

I specialize in building just one boat with today's technologies. A stitch & glue version of Rusthon's "Wee Lassie" double paddle canoe. LOA 11', Beam 28", Weight 25lbs. Plans available \$15.

Robert W. Sparks

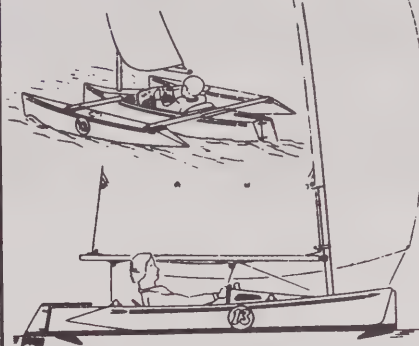
36 Soundview Hts., Branford, CT 06405
(203) 488-5932

LENGTH - 10 FEET
BEAM - 8 FEET
WEIGHT - 150 LBS.
SAIL - 60 SQ. FT.
SPEED - 6+ KNOTS
MATERIAL - ALL PLY
PLANS \$70 POSTPAID

SEACLIPPER 10

3 METER CLASS

SOLO HARBOR RACER



JOHN R. MAPLES MULTIHULL DESIGNS
P.O. BOX 1437, ST. AUGUSTINE, FL. 32085
PHONE/FAX (904) 824 2688



Bobcat 12'3" x 6'0"

Designer Phil Bolger and builder Harold Payson have developed a tack-and-tape multi-chine version of the classic catboat that puts the charm and performance of this famous type within the reach of home builders with a minimum investment in time and money.

PLEASE SEND ME: ☐ Complete construction plans and instructions for \$40.00 ☐ Study plan packet for Bobcat and 36 other easy-to-build Instant Boats for \$5.00

BOOKS: ☐ Instant Boats, \$16.00 ☐ Build the New Instant Boats, \$19.95
☐ Go Build Your Own Boat, \$20.00 ☐ Build the Instant Catboat, \$12.95
☐ How to Build the Gloucester Light Dory, \$7.95 ☐ Keeping a Cutting Edge: Saw Filing, \$7.95 ☐ Boat Modeling with Dynamite Payson, \$19.95
☐ Bolger's 100 Small Boat Rigs, \$19.95
☐ Boat Modeling the Easy Way, \$19.95 Add \$1.00 S&H.

Name _____

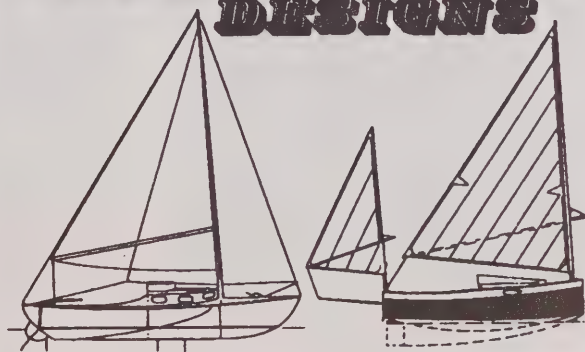
Street _____

City _____ State _____ Zip _____

Harold H. Payson & Co.

Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858
207-594-7587

COMMON SENSE DESIGNS



Dedicated to providing the best plans and service to amateur boat builders.

You can build a better boat than you can buy!

Catalog of 11 easy to build boats, \$5.90.

Add \$2.00 for priority mail. All credit cards welcome.



11765 SW Ebberts Ct., Beaverton, OR 97008

Phone/fax (503) 524-8264

www.hevanet.com/berniew

berniew@hevanet.com

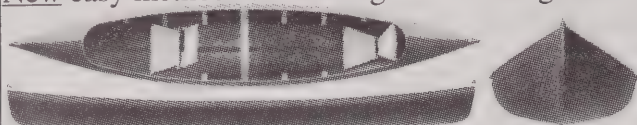
BUILD A WINNER!

Plans

Five 1st place ribbons
Mid-Atlantic Small Craft Festival XIV

Kits

New easy method for building rounded bilge boats



True Canoe shape from four plywood panels

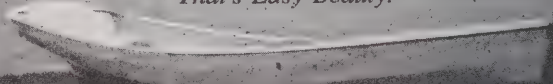
For catalog call or write **STILLWATER**

A NEW CONCEPT IN BOAT BUILDING BOATS

16700 Norwood RD Sandy Spring, MD 20860 Phone (301) 774-5737 Fax (301) 421-0146

EASY BEAUTY

The world's most complex multi-chine kit boat.
She can be "stitched" together in 15 hours.
That's Easy Beauty!



Ultra-light 14', 95 lbs., 6-chine rowing skiff, our Wineglass Wheerly
is the ultimate in computer-produced kit technology.
Send \$2 for information packet to:

PYGMY BOAT CO.

P.O. Box 1529 * Dept 2 * Port Townsend, WA 98368 * (360) 385-6143

Supplies

Wood Canoe Hardware



CANOE HARDWARE

1/2", 11/16", 7/8" Canoe Tacks; 3/8" Oval Brass Stem Bands; Clenching Irons; 3/16" Bronze Carriage Bolts; Canoe Plans; Clear White Cedar. Price List Available.

NORTHWOODS CANOE SHOP

336 Range Rd.
Atkinson, ME 04426

• Specializing in
aerodynamic designs
for small craft -

• Gaff, gunter, lug,
lateen, leg-o-mutton,
sprit, square, etc.

• Tanbark, white, or Egyptian Dacron



Stuart K. Hopkins
P.O. Box 235

Wicomico Ch., VA 22579
(804) 580-8723

CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure half hard hand drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters: 1/16", 3/32", 1/8". 11 sizes: 3/4" to 1-3/8"

Send \$3 for Sample Packet & Info

STRAWBERRY BANKE, INC.

P.O.B. 300MB, Portsmouth, NH 03802

ATLANTIC WHITE CEDAR

Flitches 4/4, 5/4, 6/4 thick to 16' long. Some other sizes and grades available. Limited quantity, all rough sawn. Call or write for info.

J.D. ENGLAND CO.

HCR Box 337, Urbanna, VA 23175
(804) 758-2721



**ORR'S ISLAND
BOAT WORKS**

Authorized Dealer

9-170hp Diesels

Full Parts Inventory

Expert Technical Assistance

RFD 1, Box 731, Rt. 24 (800) 339-6777

Orr's Island ME 04066 (207) 833-5852

E-mail: oibw@biddeford.com

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

ENVIRONMENTALLY SOUND

SHIP-BOR WOOD PRESERVATIVE

EFFECTIVE - KILLS ROT!
COLORLESS - ODORLESS

NOW! RECOMMENDED BY
THE MANUFACTURER OF

**WEST
SYSTEM** PRODUCTS

\$ 19.95 per / lb box + \$2.00 S & H

For Info Or To Order Contact

FIVE POINTS INC.

6864 SODUM RD.

LITTLE VALLEY, NY 14755

716-938-6315



- ♦ Marine Plywoods
- ♦ Western Red Cedar Canoe Strips
- ♦ Boat Lumber
- ♦ Canoe Gunwales, Seats, etc.
- ♦ Epoxies & Fasteners
- ♦ Boat Building & Repair Supplies
- ♦ Bear Mountain Canoe Plans

noahs

Buffalo & Toronto

Phone (416) 259-7555

Fax (800) 894-1783

Visit Our Web Site At:

<http://www.noahsmarine.com>

Free Catalogue Available!

We ship anywhere!

Boatbuilding Supplies


STRIP • STITCH & GLUE • PLYWOOD • FIBERGLASS CONSTRUCTION

SYSTEMTHREE EPOXY RESIN

Simple 2:1 mix ratio • Available in 1.5 qt-15 gal units
Fast, med, slow hardeners for use in temperatures as low as 35°F

3 Gal. Unit \$138.00 (postage paid in cont U.S.)

FIBERGLASS CLOTH • TAPES • MATS • ROVINGS • KNITS

- **REICHOLD** Polyester Resins (gals, pails, drums)
- **NESTE** GelCoats
- **Sikaflex** Urethane Sealants 
- **Gloucester** Marine Paints (40-50% discount)
- 2 part Urethane Pour Foam

Microballoons • Silica Powder • Wood Flour • Pigments
Milled & Chop Fibers • Squeegees • Syringes • Brushes
Rollers • Paper Pots • Gloves • Coveralls • And More

LOW PRICES ONE Silicon Bronze Wood Screws
Nails & Stainless Fasteners

Top Quality Products • Competitive Prices • Fast Knowledgeable Service
All items in stock and ready for immediate shipment.

MERTON'S FIBERGLASS SUPPLY

SUPPLYING QUALITY MATERIALS TO BOAT OWNERS,
HULL FINISHERS AND BOATYARDS FOR OVER 20 YEARS.

P.O. Box 399 • E. Longmeadow, MA 01028

Fax: 413-736-3182

Free Catalog! **800-333-0314**

CLASSIC BRONZE YACHT BLOCKS

MANUFACTURED TO MODERN ENGINEERING STANDARDS



Herreshoff bronze shell blocks reengineered for
modern Delrin ball bearings, and authentically
manufactured from original designs.

For information and price list call or write;

J. M REINECK & SON

9 WILLOW STREET, HULL, MA 02045-1121

617-925-3312

OKOUME • SAPELE • TEAK

MARINE PLYWOOD

Hardwood Plywood
Hardwood Lumber

1 (800) 899-1664

We Ship Anywhere!

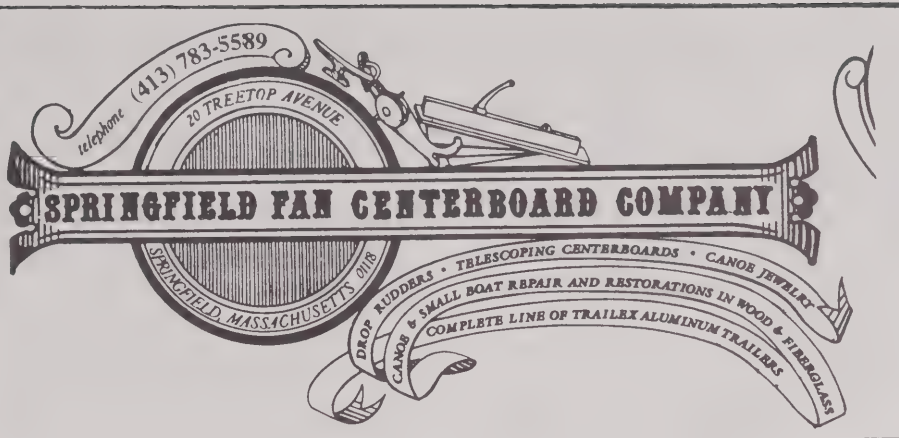


MAINE COAST LUMBER

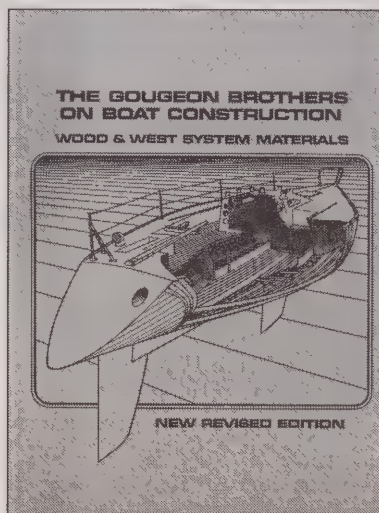
35 Birch Hill Road
York, ME 03909

TEAK & HOLLY • LAUAN

SIPO • KHAYA • FIR



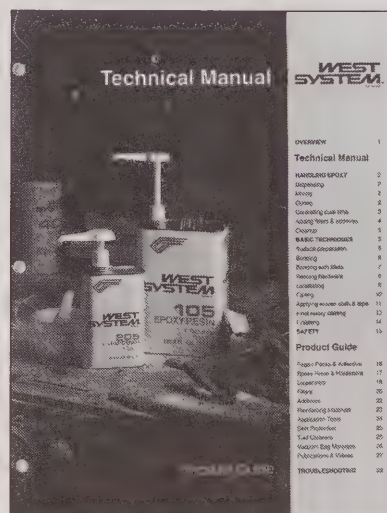
Don't start your project without these!



The Gougeon Brothers On Boat Construction

A 297 page book on lofting, safety, tools and construction methods for building boats with wood and WEST SYSTEM Brand Epoxy. Includes hundreds of detailed illustrations and photographs.

Hardcover, \$27.50



The WEST SYSTEM Technical Manual

A great way to get familiar with WEST SYSTEM, the universally trusted boat building and repair products. Everything you need to know for bonding, laminating, fairing, coating and finishing your project.

29 pages, illustrated, FREE

WEST SYSTEM
BRAND

Gougeon Brothers, Inc., Dept. 77, P.O. Box 908, Bay City, MI 48708, Ph. 517-684-7286

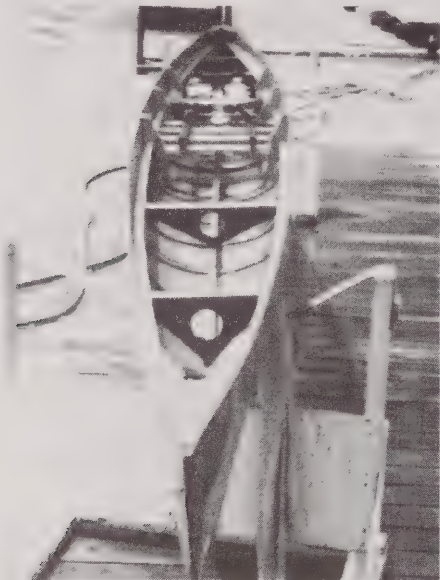
Classified Marketplace

BOATS FOR SALE

Force Five AMF Alcort 14', 1-design class racer. North sails, 3pc alum mast, cunn, outhaul, vang. Solid mahog rudder, tiller, daggerboard, thwart. Galv cust trlr. All exc cond. Garaged, used 7 times. Too fast for me. \$1,500 OBO.

JOE POND, Monticello, NY, (914) 985-2323. (8)

Sunfish, used. \$1,000, or 2 for \$1,700. **Pedal Boats**, several @ \$400 ea.
FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (8)



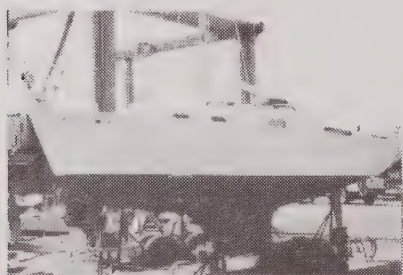
'30's Rowing Gig, a genuine sculling boat, last of kind. Newly refinished FG over Spanish cedar. \$1,600 w/wooden or plastic oars. **Composite Builder Racing Shell 26'**, vacuum bagger.
GENE LOVELESS, Crestwood, NY, (914) 963-2626XT35, (914) 793-1274 eves. (8)

22' SouthCoast Seacraft, '73 FG hull cruiser/daysailer CB sloop. 3 North sails new in '90, 3.5hp Nissan OB, trlr. Nice trailerable cruiser w/pop-top & bunks for 4. Vy nicely equipped and ready to go. Currently in water in Chicago. I sail her regularly, but am trading up. Will consider delivery. Quick sale \$2,500/BO.

BILL MINTZ, 3024 W. George, Chicago, IL 60618, (773) 588-8444. (8)

Kittery Skiff, Alden's 15'8" plywood rowing boat, compl w/Oarmaster II & Alden Deltor oars. Can deliver. \$800.

PHILLIP THOMPSON, Jefferson City, TN, (423) 475-7583. (8)



Bristol 22, '76 in gd cond w/nrly new 7.5 Merc, new main & necessary equipment. A grt small cruiser, comfortable, designed to slp 5. Well maintained, ready to go. In dry dock in Mystic, CT. \$3,300.

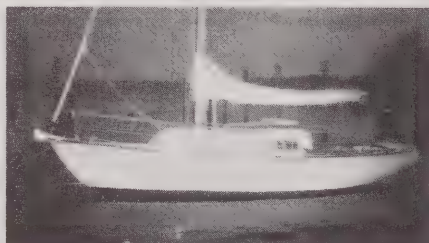
RICHARD RUDIS, Mansfield Ctr., CT, (860) 456-1335. (8)

CLASSIFIED ADVERTISING INFORMATION:

Classified ads are **FREE TO SUBSCRIBERS** for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad to cover the cost to use of the necessary halftone. For return of photo following publication, include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy, please type or print your ad copy clearly. Mail to *Boats*, 29 Burley St., Wenham, MA 01984. No telephone ads please.



26' Sailmaster FG Sloop Kiri, Tripp design, keel/CB, 5'3" hdrm, slps 4. 3 sails, roller furling, equipment inventory. Westerbeke diesel, instrumented. Steel cradle & custom trlr. Handsome, comfortable, fast. Asking \$10,000.

GORDON NAPIER, Westerly, RI, (401) 348-8229. (8)

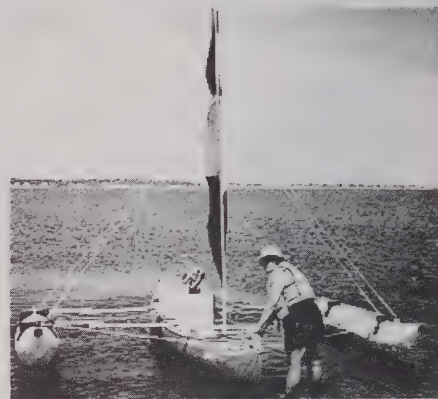
12'Geodesic Airolite Nimrod, lovingly-blit solo canoe perfect for fly fishing, loon-watching. Just 18lbs! 5-coat varnish inside, 3-coat white enamel outside w/green pin-stripe, extras like mahogany thwart & brass rubbing strip stem to stern. Spoon-bladed 2-piece Shaw and Tenney cherry dble paddle incl. A beautiful piece of work is yours for only \$650 firm.

MARK HERDER, Sunapee, NH, (603) 763-2051, lve message if no answer. (8)

Classic '47 Old Town Lapstrake Runabout, exc cond, a Bruce Malone restoration. White hull, varnished seats & trim, orig hrdwre & decal. Exc running '72 orig dealer serviced 20hp Johnson. Trlr available, or can deliver in New England area. For copy of orig invoice & picture send address & \$1. MERV TAYLOR, P.O. Box 303, Lincolnville, ME 04849, (207) 236-2602. (8)

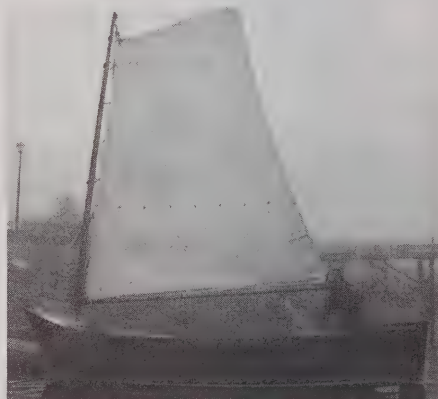
15'x7' Marsh Cat Catboat, '89 designed by Joel White. Cold molded Honduran mahogany overlain by 6" cloth. Vy lg 15' daysailer would make superb camp cruiser. In vy gd cond ready to sail away. Incl '95 galv trlr.

RUS O'CONNELL, Lancaster, PA, (717) 299-1663, email: R_OConnell@acad.fandm.edu (8)



15' Canoe Tri, 12' beam unfolded, 7' beam folded. 2.7hp Cruise-n-Carry, trlr w/new lights, bearings. \$500.

SCOTT LAMSON, 174 Old Boston Post Rd. #19, Old Saybrook, CT 06475, (860) 388-4471. (9)



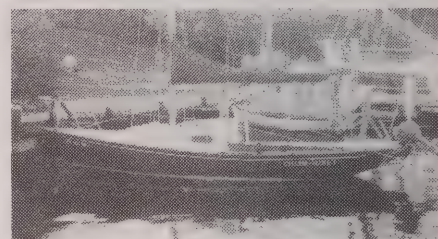
15' Western Style Dory, 3'8" beam, 97sf spritsail w/mast hoops & belaying pins. Oak & mahogany framed, FG & epoxy over plywood. Compl w/8' oars & anchor w/chain & rode. Will take up to 5hp OB. \$2,200.

ROBERT SEVIGNY, Scituate, MA, (617) 545-4929 eves, (617) 871-2623 days. (9)

Alden Ocean Shell, sliding seat, fancy oars. \$1,000. **Several Paddle Boats, Couple Turnabouts, 14' Precision.**

FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (9)

Bolger Black Skimmer, hull sound, nds cosmetics & mast work. Sails new. Incl trlr, no motor. \$1,500. ALAN WALLACE, Racine, WI, (414) 637-8799. (9)



23' Kenner KittiWake, '71 classic Alberg full keel sloop lovingly restored. '92 6hp Johnson, VHF, mjg, new lines, new paint, lazy jacks, lifelines, bow pulpit, new wiring. CG package, solar chg, hard dinghy. Lying Annapolis, slip avail. \$5,000 OBO. JAMES CULVER, Glens Falls, NY, (518) 747-4470, email: susithum@global2000.net (9)



15' Cruising Catboat, gaff rigged '94 Sabot (see *WoodenBoat* #123 p.105 & *Messing About in Boats* 11/1/94 p.14 or 4/15/96 p.7). Exc cond, fully found for cruising w/new cust galv trlr, back porch, USCG safety gear, electr motor & 2 new batt. Reluctantly for sale to 1st \$2,700.

FRED BENNETT, Harrisburg, PA, (717) 599-7827. (8)

17' Old Town OTCA, wood/canvas canoe '25, AA grade w/sailing equipment, floorboards, etc. \$1,450. **16' Old Town Rowing Boat**, dble ended, similar to Rangeley and Adirondack guideboats. \$1,500. **13' Morris Canoe**, wood/canvas '09, orig mint cond. \$3,000 OBO.

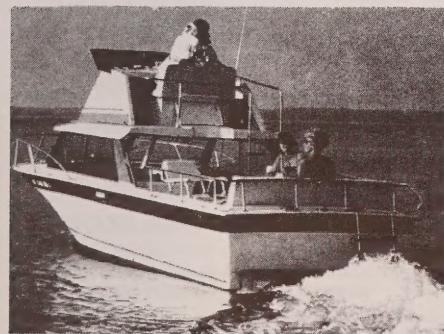
R.A. NOTARISTEFANO, Northport, NY, (516) 757-3087 eves & wknds. (8)

Klepper Aerius II, folding dbl sea kayak 3 seasons old, exc cond. Incl Klepper paddles, spray skirt, rudder kit, full main & jib sail rig. Less than half price @ \$2,750. **Laser II**, racing sailboat for 2. Pristine cond, stored indoors. Incl trlr also in exc cond. \$2,250.

FRANK CLOUSE, Worcester, MA, (508) 791-4766. (8)

26' MacWester, '67 FG twin keel British sloop, vy sturdy. Almost new sails & furling gear, gd IB, 2 anchors & line. In water in '96, ready to go in '97. Vy roomy interior & cockpit. Vy seaworthy & structurally sound. Could use cosmetic work but nothing that cannot wait. Vy lovable boat that always draws interest & compliments. Must sell, moving. \$3,500 OBO.

JOE WALLING, Yarmouth, ME, (207) 846-4715. (8)



23' PennYan Sport Fisherman, '79, galley, bunks, VHF, fathometer, trimtabs, many extras. '93 engine ailing. \$5,500. **Tandem Trlr**, like new (sold only w/boat) \$850. In Deer Isle, ME.

GEORGE ZENTZ, Concord, MA, (617) 489-3411, or in ME, (207) 348-7717 or (207) 348-6198. (8)

15' Marshall Sandpiper, '86, trlr, OB, sail cover, boom tent, teak trim, pump, paddles, horn, bumpers, life preservers, seat cushions, anchor, boat pole. Pristine cond, will deliver. \$8,500.

MAX FIFE, ME, (207) 567-3391. (8P)

18' Cape Cod Knockabout, sound but nds restoration. Spars & sails incl. \$450. **29' 210**, FG over marine ply, alum spars, 2 suits sails. Trlr incl. Grt daysailer or racer. All in gd cond. \$2,700.

JOHN REED, Plymouth, MA, (508) 747-9351. (8)

Too Many Canoes: 16'9" Blackhawk, "Waters Meet", ivory FG w/white ash & black walnut. \$1,200. **14'2" Blackhawk**, "Zephyr", green turquoise kevlar layup, white ash, black walnut. \$1,200. **11'8" Blackhawk**, "Shadow", green turquoise FG, white ash. \$800. **20' Old Town**, Guide, '34, w/canvas, spruce gunwales. \$500.

TOM HELD, Racine, WI, (414) 634-1272. (TF)

30' Chris Craft Sea Skiff, lapstrake planked hull OK, no engines. Struts, rudders, props, etc. appear OK. No superstructure. \$300 OBO.

WILLIAM GROVER, Brewster, MA, (508) 255-0289. (8)

Black River Guideboat, 14' electric power. New cond, white cedar epoxy sealed, w/new 12v marine battery & new trlr. Deliver east coast. \$950. F.P. BROWNING, P.O. Box 398, Jamestown, NC 27282. (8)

Mill Creek 13 Kayak, blt from CLC kit, beautifully finished w/a few extras. asking \$300.

WIL SMITH, Cape May, NJ, (609) 884-1803 aft 6pm. (8)

Westport 25, fastr 25' catamaran, comfortable, in exc cond, grt for cruising/camping. Won '96 Black Dog Dash. \$9,900.

DICK CHASE, Westport, MA, (508) 636-5249. (8)

Boston Rowing Shell, 19'6", 55lbs, white w/red stripes. Gd cond. Make offer.

DAVID KRAMER, Greenwich, CT, (203) 629-8391, lv message. (8)

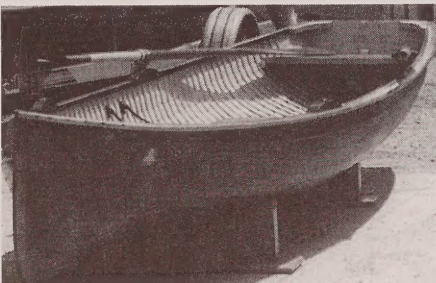
13' Folbot Square Stern, paddle, motor, sail. Non-folding version. All exc orig cond. A rare classic. \$400.

MICHAEL SNYDER, Wilmington, NC, (910) 763-0661. (8)

Ensenada 20 Sloop, '73, FG w/drop keel, self righting w/self draining cockpit, roller furling genoa. Slps 4. Sink & porta potti. Vy stable, a really gd sailer. Custom trlr. Nds a little TLC cosmetic work. \$3,800. MEL ROSS, P.O. Box 774, Verplanck, NY 10596-0774, (914) 739-3710. (8)

Pearson 26 Sloop, classic FG cruiser. M/G/WJ, 8hp Johnson. Rigged for easy single handing (halyards led to cockpit, lg Barlow 2-speed self tailing winches). Slps 4. Ready to sail, slip paid thru 3/98 in Havre de Grace, MD. Must sell. \$3,500/offers.

GREG DE COWSKY, PO Box 71, Georgetown, MD 21930, (410) 275-8091, email: gd0002@epflbalto.org (9)



17' Rangeleys (2), one pictured is one of originals to be blt, totally restored w/maple gunwales & seats. Second is totally riberibed in '97, special Collins '40's guideboat. \$2,750.

CHARLES SMITH, Cambridsge, MA, (617) 354-3471. (9)

Full Sea, Inc., a restoration group in Greenport, NY offers the following boats for sale, charter or stewardship: **23' Burgess Daysailer**, shoal draft KCB, '37, vy gd cond. \$2,500. **25' Cheoy Lee Frisco Flyer**, teak sloop, '61, nds some decking, otherwise gd. \$3,500. **32' Walsted Sloop**, KCB, '61, exc. \$20,000. **35' David Stevens Schooner**, '72, riveted pine on oak, Bluenose model hull in gd shape, nds engine, interior, masts. \$3,000. **35' Ohlson Yawl**, '62, vy gd. \$14,000. **39' S&S Luke Yawl**, '57. **Pearson 30**, '76, clean, exc cond, Atomic Four nds rblndg. \$12,000. **25' C&C Redline Sloop**, '71. \$3,500.

FULL SEA INC., Greenport, NY, (516) 734-7409. (TF)

15' Windward 15, traditional daysailer designed by Karl Stambaugh NA. African mahogany plywood hull, solid spruce mast, brand new sail & trlr. \$5,700. Completed 6/25/97 for launching in Mystic, CT for Wooden Boat Show. For photos & info of the process and finished product at the Show visit <http://128.173.202.30/0091>.

JOE FERNANDEZ, Vienna, VA, (703) 938-9124 or ANDREW BURNETT, Greenville, SC, (864) 246-8634. (9)



'29 Zip Class Sloop, 16' x 5' x 2'. Shallow ballasted keel, exc daysailer or pocket cruiser. Pine over oak frames, later glassed. Orig cotton sails. Nds new deck & rudder, otherwise many grt yrs of sailing in her. \$700 OBO.

ANDY LAYDEN, Portland, CT, (313) 763-6318 days, (313) 663-6549 eves.

Bolger Micro, blt '92, WEST epoxy hull, tanbark sails, new paint, gd trlr. \$1,500 wo/motor, \$2,000 w/Johnson long shaft 4hp.

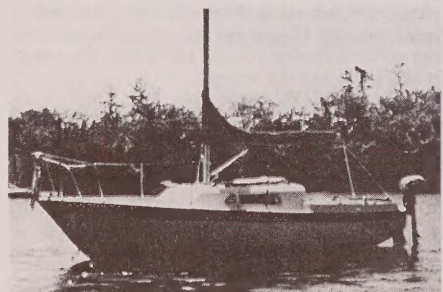
PAUL CONNOLLY, Milwaukee, WI, (414) 241-3203 home, (800) 792-2473 work. (8)

Six Hour Canoe, as seen in *WoodenBoat*. 15' x 32" x 55lbs w/dbl paddle & seat. 3 yrs old, little used. \$150.

JIM MONTGOMERY, Erie, PA, (814) 833-4432. (8)

16' Swampscott Sailing Dory, (sails, rows, motors) by Roger Crawford/Crawford Boatbuilding. FG hull, bright mahogany wood. Used, in wonderful cond & ready to sail. Incl oars & misc gear. Super trlr recently compl rblt. Big savings vs new boat. These fine boats rarely show up used.

ROGER CRAWFORD, Humarock, MA, (617) 837-3666. (9)



21' Cal, retractable keel '73. Slps 4, 5 sails, 4hp OB, trlr, many extras incl teak cockpit/cabin flrbrds & cockpit cushions. \$5,300.

BILL VIOT, Vernon, CT, (860) 871-0656. (9)

Whitehall Pulling Boat, beautiful classic, rough water capable, sliding seat row. Must sell, no water or time. \$900.

TIM WHALEN, 632 Welsh Pl., Fayetteville, NC 28303, (910) 864-8290. (9)

15' Sailing Sneakbox, by Perrine. Fully rblt incl new frames & deck, bronze hrdwre. Modern sail & trlr. \$2,800.

JIM SIMONSEN, 83 Flipper Ave., Manahawkin, NJ 08050, (609) 597-1738. (9)

19' Thompson Lapstrake Runabout, mahogany deck, seats, etc. 95% orig. Orig seat cushions & canvas to compl enclose. W/trlr & older 65hp Merc OB. Ready for water. \$4,500.

JAMES DOOLAN, Middlebury, VT, (802) 388-7337, (802) 388-4119 aft 8pm EDT. (9)

20' Classic Chesapeake Fantail Launch, '85, pine on oak. 6hp antique gas engine, hand start w/trans & magneto. Cust trlr. \$2,000 firm. **15' Bolger/Payson Windsprint**, standing lugsail, kickup rudder, etc. All in gd shape. \$500 OBO.

JAY HOAGLAND, Rockport, ME, (207) 596-0786. (9)

16' Bolger Jinni, camper/beach cruiser w/6' flat floored cockpit, tent on FG hoops, lg watertight storage compartment. Sails exc, as is whole boat, oars. On trlr. Heart problems cause sale.

GREG MC MILLAN, 2929 Sheridan Ave., Port Townsend, WA 98368, (360) 385-5436. (9)

16' Middle Path Sockeye Pulling Boat, fixed seat, 6" bronze outriggers, 7-1/2' Shaw & Tenney oars, WEST System constr. 65lbs. New \$3,000, used once now \$1,950.

HERB KRUGMAN, Stamford, CT, (203) 327-5226 wknts, (203) 792-2590 wknds. (9)

21' Century Coronado, 350 Graymarine, fresh water use only, easy restoration. \$1,200 OBO.

RON BERNARD, Strafford, NH, (603) 664-5681. (9)

Hawk Sea Kayak, by Superior Kayaks. 19'2"x 21"x 44lbs. Ocume mahogany ply constr, exc workmanship. Only 8 mos old. Deck rigging, 3 bulkheads, flush mounted hatches (day hatch behind cockpit), blt in compass. \$2,600.

ERNIE JOCHEN, 26 Poospatuck Ln., Mastic, NY 11950, (516) 281-7873. (9)

16' Whip, high performance Redmond designed rowing/sailing skiff. Okoume, bronze fastened, System 3, bright finished. Shaw & Tenney caned seats & oars. Plans and some bronze hrdwre for sail set. \$1,200.

TIM FULTON, Kenosha, WI, (414) 553-5510. (9)

13-1/2' Wenaumet Kitten Catboat, compl, nds some work. Would make nice fall/winter project. Asking \$900.

JOHN WHEBLE, Kingston, MA, (617) 585-6962. (9)

16' Luger Microcruiser, 3 sails, 4-1/2hp Evinrude long shaft, trlr, swing keel, accessories. Free to gd home.

MICHAEL SCHODOWSKY, 27216 Look Rd. Lot #12, Olmstead Twp, OH 44138, (216) 427-0340. (9)

Azor Daysailer, Elvis never sailed this 20' daysailer, with motor & trlr, but you can for \$1,600. Exc cond, grt buy.

NANCY VOIKOS, Barnstable, MA, (508) 362-2490. (9)

Jullien Scull, 21'8" race trainer, white, exc cond. Consider trade for rec shell in similar cond.

DOUG GRAY, Lancaster, PA, (717) 299-1176. (9)

BOATS WANTED

Drascombe Lugger or Drascombe Driver.

DAVE SOLTESZ, 2754 Green St. Apt. 5N3, Edgewater Park, NJ 08010, (609) 877-6771, email: invictus@recom.com (9)

Harbour Pilot, distinctive boat made by Squadron Yachts & successors. Looking for one in gd shape. WILLARD ENTEMAN, 30 Abbotsford Ct., Providence, RI 02906, (401) 831-1242, email: <wenteman@ric.edu>. (9)

Penn Yan Swift, ribbed-canvas covered, 10' or 12'. JIM MANNING, Beverly, MA, (508) 922-6655. (9)

Aqua Cat, 12.6' or 14', w/wo/trlr, prefer w/trlr. HENRY LAMPORT, Westfield, MA, (413) 568-7771. (8)

22' C-Dory Cruiser.

DOUGLAS BAXTER, Secane, PA, (610) 544-9498. (8)

SAILS & RIGGING FOR SALE

Catboat Sails, lg selection of Thurstons for 18' Marshall Sanderling & Herreshoff. Some used less than half season, 2 brand new, many other gaff sails. Send sizes, we may be able to match. All in gd to exc shape. Sail cover for Marshall.

BOB REDDINGTON, 235 Lake Ave., Bay Head, NJ 08742, (908) 899-4804 before 9:30am, after 8pm. (8)

White Polysail Kits. Construct a polysail for a fraction of the cost of traditional sails. 20'x 30' kit can make 3-4 sails for under \$100. Great performance. DAVE GRAY, 7404 Madden Dr., Fishers, IN 46038, (317) 842-8106, email: polysail@aol.com (8)

Beetle Cat Sails, 2 sets \$250 ea, both for \$400. Compl mast & gaff, all rigging. \$250. MARK PINKSTEN, Nashua, NH, (603) 883-9259. (9)

SALES & RIGGING WANTED

Mast & Ancillary Rigging, for 17' Whitehall. Not fussy abt design, size or completeness of rig you may have from your old boat.

JARET JOHNSON, Ipswich, MA, (508) 356-5176. (8)

GEAR FOR SALE

There is nothing— absolutely nothing—
half so much worth doing



as simply meaning about in boats.

T-SHIRTS featuring illustration & quotation from *The Wind in the Willows*. Heavyweight 100% cotton, natural color. Short sleeve \$15.50. Long sleeve \$21.00. 50/50 gray sweatshirt \$25.50. M,L,XL. Shipping \$3.50. DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFT)

Drop-In Sliding Seat Rowing Rig, nds track, wheel assy & oarlocks. Ltwt constr. \$99 plus shipping. OWEN CECIL, Box 634, Oscoda, MI 48750, (517) 739-0196. (8)

1977 Sabb Diesel, model 2HSP, serial #98. 2-cyl watercooled 4-stroke diesel engine. 16hp @ 2000rpm, w/blt-in 2:1 reduction gear, clutch, reversing mechanism and 2-blade fully-feathering 18" diam prop. Weight is 420lbs. Dimensions are 19" w x 31" l (add 8" for hand crank), 26" h. \$1,800 firm. GENE GIFFORDS, Hauppauge, NY, (516) 582-1808, 8-5. (8)

Roof Rack Stuff, 1 set 4 Thule supports for gut-tered car. No cross bars. \$35 incl S&H. 1 compl Thule rig #400 for Passat or other fine car. Used twice. \$75. You pick it up.

JOHN KING, Watertown, MA, (617) 923-9630. (9)



New! WorkBoat Rigger's Bag. Heavyweight canvas, triple bottom, 30 pockets, web handles, 18Lx10Hx6.5W, made in USA. \$36, \$4.50 S&H. 1.800.985.4421, Fax 207.985.7633. (Rowing gear catalog \$2, free with order).

WATERMARK, Box 1037, Kennebunk, ME 04043.

Honda 7.5 OB, long shaft 4-stroke, incl tank. \$650. FRANK CLOUSE, Worcester, MA, (508) 791-4766. (8)

Free Building Form, for plank-on-frame Alexandria Class Dinghy. Oak ladder of 2"x 6" w/transom support and 5 removable (bolted) station forms for the Alexandria Seaport Foundation's 12-1/2' spritsail rigged, skiff type dinghy.

BILL HUNLEY, Alexandria, VA, (703) 836-0456. (8)

Boatbuilding Lumber, 3,000bf lot exceptional Western Red Cedar, clear all-heart vertical grain 4/4 rough widths to 20", lengths to 20'. Also Engleman Spruce, Sitka Spruce, Redwood, Atlantic White Cedar, White Oak, Ash. All priced to sell.

NATE CARY, Grantham, NH, (603) 863-2915. (8)

'62 Mercury OB, 100hp Volvo outdrive unit w/prop. **Sailboat Dodgers**, several new. All items reasonably priced.

TONY GAMBALE, E. Boston, MA, (617) 569-3462. (8)

Beetle Cat Parts, rudder \$100, trlr \$250, most other parts available.

MARK PINKSTEN, Nashua, NH, (603) 883-9259. (9)

Teak, Ash, Oak, Poplar.

JOSH HAINES, Boaz, KY, (502) 554-8570. (10P)

GEAR WANTED

British Seagull Motors, dead or alive. Cash paid. I buy, sell & service the Cape & Islands. Call the birdman.

Birdland, S. Dennis, MA, (508) 385-8510. (9)

Zundapp Delphin OB, 3hp side mounted trailing boom type, or parts of same in any cond. Imported in the '60's.

HOWARD TUPPER, Baldwinsville, NY, (315) 635-3194, lv message. (9)

BOOKS & PLANS FOR SALE

Cheap Power Today! Run your boat w/economical air cooled Briggs & Stratton type engines. *Marine Conversion Manual* incl methods for forward-neutral-reverse gearing from cheap, easy to find local parts. Only \$10.95!

CAPT. WOODIE OWEN, P.O. Box 32172-M, Charleston, SC 29417. (EO114P)

Outboard Skippers, improve your skills & discover the tremendous possibilities of boats under 20' in length. *The Outboard Boater's Handbook* covers all aspects of these amazing boats. Edited by Dave Getchell, Sr., founding editor of the *Small Boat Journal*. Send \$21.50 incl S&H.

D.R. GETCHELL, SR., 56 Pease Town Rd., Appleton, ME 04862-6455. (TF)

"Sleeper", 7'10" car toppable sailing cruiser. Slips 2 below deck. Plans \$37, info \$3. EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (97P)

The Wee Lassie, a quarterly newsletter devoted to the open double paddle canoe. 8 yrs of publication. \$5 for 1 yr trial subscription.

MAC Mc CARTHY, 1705 Andrea Pl., Sarasota, FL 34235. (TF)

\$200 Sailboat, 15'6"x4'6". Plans w/compl directions, \$20. Info SASE.

DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28405. (TF)

Westerly Breezes, a different messabout for foggy days! Read the humor, joys of building, sailing, 20 pages of entertaining, relaxing verse, doldrum antidote or neat gift. \$4 postpaid.

W.F. SARGENT, 636 N. River Rd., Auburn, ME 04210-9472. (TF)



Building Plans: "Fiddlehead", 10-1/2' decked canoe. \$39. **Thistle**, 12' fin powered pedal boat. \$50. Traditional constr, full sized patterns, extensive bldg manuals. Send for details

H. BRYAN BOATBUILDING, RR4, St. George, NB E0G 2Y0, Canada. (97P)

Tom McGrath's Short Tales, boxful found during recent cross country move. Readers of Tom's bygone series of adventures with his Townie and the *Damn Foole* in this magazine interested in purchasing one of these amusingly illustrated 8-1/2"x11" bound books, may do so by sending check for \$12 payable to the undersigned (Tom's daughter). Proceeds will help fund Tom's next adventure at sea. ERIN RUOCCO, 5066 W. Kingbird St., Tucson, AZ 85742. (TF)

Canoeing Journals of James S. Cawley, 1915-1919. Available in paperback. Daily writings of canoeing & camping on various adventure cruises. Written by co-author (with wife) of *Exploring the Little Rivers of New Jersey*, these journals were re-discovered & are now published for the 1st time. \$10 postpaid.

NANCY C. JEROME, 160 Godfrey Rd., E. Thetford, VT 05043. (TF)

Too Many Boat Books, abt 90 titles from design to construction & sailing. SASE for list. GUY ZATTAN, 3511 Dakota St., Eureka, CA 95503, (707) 442-1417. (8)

Voyages of the Damn Foole, Tom McGrath's first "officially" published book will be on sale in book stores and gift shops that carry International Marine/Ragged Mountain Press books, by St. Patrick's Day, "if the luck of the Irish is with us", reports Tom's #1 fan and landlubbing daughter Erin. Inquiries for ordering of *Voyages of the Damn Foole* should be addressed to the following:

MC GRAW HILL, Inc., Customer Service Dept., P.O. Box 547, Blacklick, OH 43004. Retail customers may call 1-800-262-4729; bookstores may call 1-800-233-4726. (TF)

From My Old Boat Shop, Weston Farmer's great book republished with added Farmer material. \$49.95 +\$3 S&H, or send SASE for descriptive bulletin.

WESTON FARMER ASSOCIATES, 18972 Azure Rd., Wayzata, MN 55391. (TF)

Out Your Backdoor #8, is finally out with the boatiest bunch of boating (many from *MAIB*), biking, skiing, exercising, fishing, tree planting, poetic, & other unbestseller tales. 64 stunning pages, legible layouts. "I just discovered *OYB*. Where have I been?" Living in a cave? \$8 for 4 issue sub.

OYB, 4686 Meridian Rd. Williamston, MI 48895. (TF)



Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet.

DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.

NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TF)



"Bliss", the quick & easy canoe; plans & instructions \$26. Illustrated Design Leaflet \$2. DENNIS DAVIS, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, England. (4/98EOIEP)

BOOKS & PLANS WANTED

Great Pelican 18 or Yangtze 18 Plans, also advice on bldg. Would buy started project.

ED DAMBRING, PO Box 645, Shallowater, TX 79363, (806) 832-4810. (8)

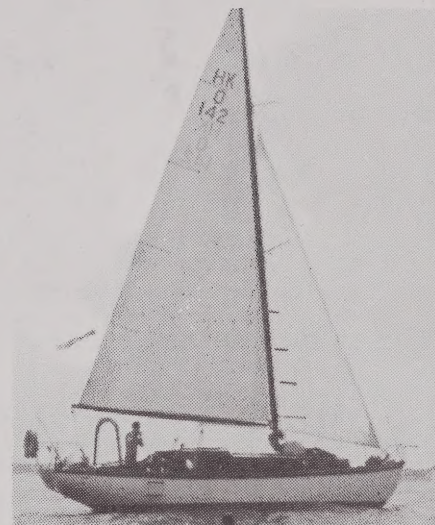
MARINE RELATED ITEMS FOR SALE

Seeking Master's Position, former captain of 4 yrs service on 122 ton square rigged 17th century replica of Henry Hudson's *Halve Maen (Half Moon)* seeks position as Master, full or part time on power or sail on the eastern seaboard. Over 50,000 miles of trouble-free experience during the last 10 yrs on the Atlantic Ocean, Bahamas, St. Lawrence Seaway, Nova Scotia & Great Lakes. Will consider position as Mate or assistant to Mate on any vessel over 100 tons.

BILL KIRK, Captain's Delivery Service, 19 Argyle Pl., N. Arlington, NJ 07031, (201) 991-6894, fax (201) 460-0011. (TF)

Waterfront Property, Isaacs Harbour, Guys Co. Nova Scotia. 22acres +/-, mostly wooded w/238' frontage on protected deep water harbour in small fishing village w/general store & medical cntr. Property has dug well, electr & pond. Bldgs in poor cond, taxes under \$100. \$20,000US or consider trade for property in Ontario.

ALICE OWEN, 255 State St., Auburn, NY 13021, (315) 258-8416. (8)



Charter Pleiades, 35' classic sailing yacht. Cruising for 4 on this beautiful vessel. \$1,100 weekly bareboat. Penobscot Bay, ME.

GEORGE EVANS, P.O. 19, Islesboro, ME 04848, (207) 734-6641 eves. (9P)

Summer Rental, house on Swans Island, Maine, nr Acadia National Park. 3br, bath, kitchen. View of harbor, hiking on ppty, & many other places on island. Fresh water swimming in nearby quarry, grocery store on isl. Two sand beaches, launching sites for small boats. Access to island by ferry 6 times daily. \$575/wk, Sat-Sat.

IVER LOFVING, After April 10, Box. 366, Swans Is. Me., 04685 (207)526-4121, or (207)773-9505. (TF)

Maine Coast Rental, Spruce Head. 2BR on tidal cove. Views, deck, FP, mooring, sail/row dinghy. Avail 6 & 9/97 @ \$575/wk & 6/28-7/19 @ \$675/wk. Row, sail or paddle Seal Harbor & Penobscot Bay. 3 MITA islands nrby.

FRANK O'BRIEN, Roslindale, MA, (617) 323-4759. (TF)

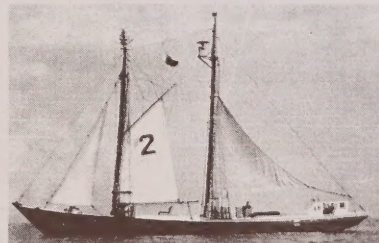
Wake Up to Coffee

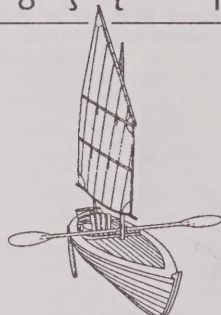
In the Former Boston Pilot Boat Roseway. In honor of her many years of service and being nominated as a historic landmark, this handsome 11oz. stoneware mug is offered to lovers of the sea and wooden sailing ships.

\$10.00+ \$2.95 S&H U.S.-\$7.80 FGN.

LOTSEN KAFFEE MUG

P.O. Box 155, Kingston, MA 02364





Georgian Bay 12

Double-Paddle Canoes Sailing Rigs

Plan Sets • Stitch & Tape Kits

Ultralight wood lapstrake double-paddle canoes from 30 lbs. • Outriggers
5 sail rigs • Easy-to-build plans and kits for John Bull sailing canoes
Sailing conversion kits for canoes and sea kayaks • flotation • hardware



LOST IN THE WOODS BOATWORKS
RR#1 Nobel, Ontario, P0G 1G0, Canada
tel (905) 430-0820 • fax (905) 430-0623
<http://zeus.tcn.net/boatworks>

INFO
CATALOG
\$2.00



John Bull Little Pete

WHO'S STICKING WITH

Admiral Marine Alden Yachts
Antonio Dias Boat Designer

MAS EPOXIES

Cascade Yachts Freedom Yachts
Chesapeake Light Craft, Inc.
Sam Devlin - Devlin Designing Boatworks
Independence Seaport Museum of Phila.
John Guzzwell - Guzzwell Yachts
Newfound Woodworks, Inc.
Joe Norton - Norton Boatworks
Ocean Yachts Woodsong Canoes

TO FIND OUT WHY
1-888-MAS-EPOXY (627-3769)
WWW.MASEPOXIES.COM

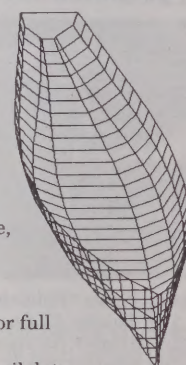
PLYBOATS® 2.01

Software for the design of small boats
State of the Art Timesaver for Professional or Amateur

Complete Unit Flexibility

Metric, Decimal Inches or Feet-Inch-Eighths

- Fast Sketch technique utilizes the equations of bent draftsman's splines. Curves are always precisely fair. No fairing procedures required.
- Calculates Displacement, heeling-righting moments. Displaced area centroid analysis provides insight into hull drag.
- Develop Sail Plan using two masts, 20 sail types and jib. Shows Plan center of effort. Sail lead of Sail Center of effort vs. Hull Lateral area.
- Flat panel layout for plywood stitch and glue, welded steel or aluminum.
- Isometric views, with vanishing point, wire frame and solid views.
- Model scaling: Provides all detail for model or full scale building.
- Print out all graphics, offsets, design table, sail data, coefficients, etc.
- Export to CAD; 2D views, 3D view, sail plan and/or plywood layout.
- 116 page 8 1/2" x 11" bound manual; over 80 example designs on disk.



RAY CLARK ENTERPRISES

7071 Warner Ave., #F, Huntington Beach, CA 92647
Fax or phone (714) 840-7284 • E-mail 103137.3041@compuserve.com
More detail at Website: <http://ourworld.compuserve.com/homepages/plyboats>
VISA, MASTERCARD, AMERICAN EXPRESS
\$145.00 plus S&H (CA residents include tax)
S&H: US \$5.50, Canada \$8.00, others \$12.00

POSTMASTER: ADDRESS CORRECTION REQUESTED XV-9

BULK RATE
U.S. POSTAGE PAID
PLATTSBURGH, NY 12901
PERMIT #148

messing
about in
BOATS

29 BURLEY ST., WENHAM, MA 01984-1943

AUTO***5-DIGIT 01970
S1 P7

PHILLIPS LIBRARY
PEABODY ESSEX MUSEUM
161 E INDIA SQUARE MALL
SALEM MA 01970-3723

